

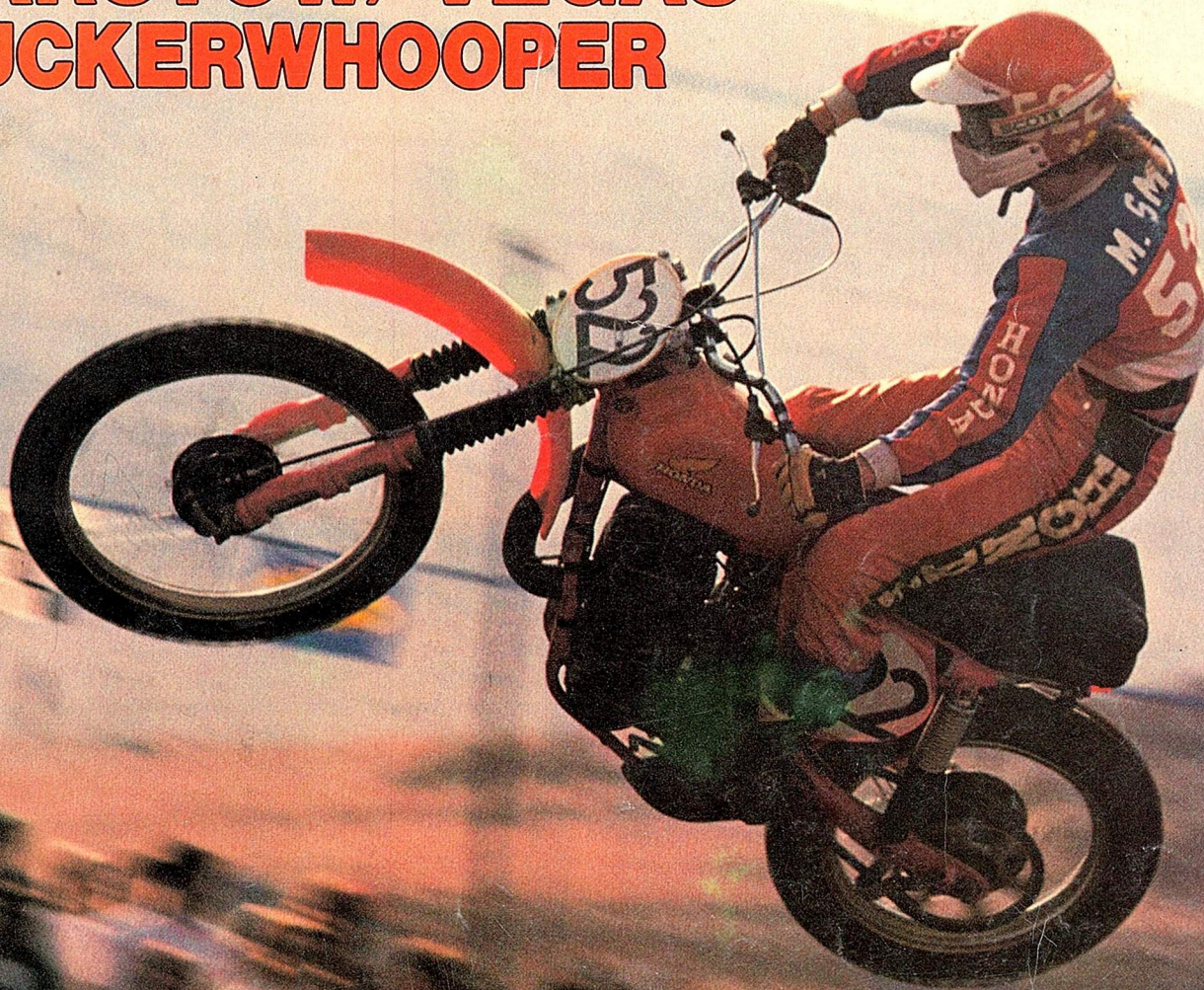
MX SHOOTOUT: YAMAHUNDRED vs SUPER RAT

DIRT BIKE

34355 APRIL 1975 \$1.00
uk35p

**GASSIN' WITH KOOKIE, #1 DESERT DOG
MXING IN MICHIGAN: ALL THE TRACKS!**

**BARSTOW/VEGAS
PUCKERWHOOPER**

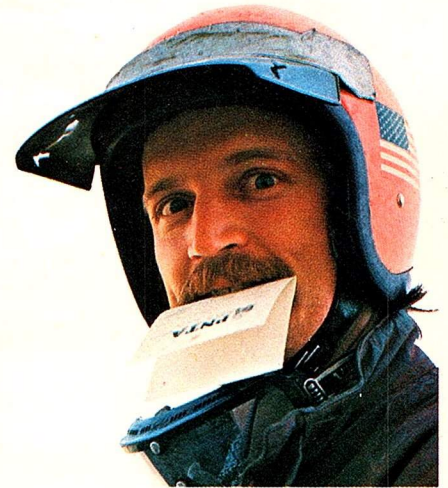


**AUTO-ROKONS: ISDT, MX & COBRA
WRAP-UPS: 250 & 500 WORLD MX,
NATIONAL ENDUROS AND TRANS-AMA**

CAN YOU PICTURE IT?

There you are at a real enduro event, waiting for your number to come up. You're ready. You've done everything -- slapped some duct tape on your bike, cringed as they painted little orange marks all over it and now you're sitting there, rider card clenched tightly between your teeth, wondering how the other guys do it without drooling. Now, ask yourself. Do you think you are really up to that \$1200 screamer you're sitting on?

HERE IS A MUCH BETTER WAY TO GET INTO ENDURO RIDING.



FOR A LOT LESS MONEY YOU CAN START YOUR ENDURO CAREER ON A . . .

HODAKA[®]

COMBAT[™]

STARTING OUT WITH A 125cc HODAKA COMBAT MAKES GOOD SENSE AND HERE'S WHY:

1 POWER -- Most competition machines have a very narrow power band, which means the engine has to be constantly revved to obtain decent power. The Combat, on the other hand, has a broad power band with lots of torque power even at low RPM's. It's usable, controllable power.

2 HANDLING -- Proven Hodaka frame geometry and low center of gravity, enable the Combat to go exactly where you point it. Hodaka handles.

3 DEPENDABILITY -- Because of simplicity of design and the fact that the Combat engine runs best at around 8,000 RPM's instead of 10,000 RPM's like other competition machines, the Combat engine is one of the most reliable engines available. In fact, the entire Combat is so reliable that we guarantee it against defects in materials and workmanship for 30 days!

Very few, if any, manufacturers can make this claim. But then, nobody else builds 'em like Hodaka.

4 VERSATILITY -- The 125cc Combat can be many things, depending on your needs. It can be used solely as a trailbike or as a motocrosser or both. Or you can set it up for enduros. Just add a Combat Lighting Kit and Enduro/cross Reed Induction Kit and you have a machine that can run with the best of them.

5 AFFORDABILITY -- Compare the cost of a Hodaka Combat with that of a Penton, Husqvarna, Can-Am, Rickman, etc. Then think of all the things you can buy with the difference.

FOR MORE INFORMATION about Hodaka Motorcycles, look in the yellow pages for the Hodaka Dealer in your area . . . OR CALL TOLL FREE (800) 547-8120 between 8 a.m. and 5 p.m. PST, Monday through Friday. Our dealer locating service will give you the name and address of your nearest Hodaka Dealer.

To receive a colorful copy of the "Hodaka Story," send 25 cents (to cover postage and handling) to the address below.

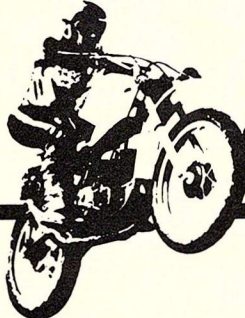
PABATCO

P.O. BOX D-4
ATHENA, OREGON
97813



Hodaka Combat 125 with Accessory Trail Lighting Kit and Enduro/cross Reed Valve Kit.

DIRT BIKE



Publisher: WILLIAM R. GOLDEN
Editor: CHET HEYBERGER
Managing Editor: LEN WEED
Associate Editor: GEORGE WEGNER
Technical Editor: PRESTON PETTY
Creative Director: ALBAR GENESTA
Editorial Coordinator: LAURA LANE
Production Editor: GEORGIA McCLAY
Production Assistant: ALBETH GRASS
Contributing Editor: CARL SHIPMAN
Test Consultants:

ZEAL ANDERSON
GARY BAILEY
JIM CONNOLLY
JOHN DeSOTO
AL WURTZEL

Photo Production by
PUBLISHER'S LAB
John Spishak, Supervisor

ADVERTISING OFFICES/

Hi-Torque Publications, Inc.
16200 Ventura Boulevard
Encino, California 91436
Telephone: (213) 981-2317

WESTERN:
Norman S. Schindler & Associates, Inc.
16400 Ventura Blvd.
Encino, California 91436
(213) 981-3650

MID-WESTERN:
GRAVENHORST & ASSOCIATES
5901 North Cicero Ave.
Chicago, Illinois 60646
(312) 545-8621

HI-TORQUE PUBLICATIONS, INC.

WILLIAM R. GOLDEN / *President*
JOHN SFERRA / *VP/ Advertising Director*

LEW ROTH / *Promotion Director*
SHARON McGOVERN / *Advertising Coordinator*

NANCY PAYNE / *Customer Relations*

ON THE COVER: Marty Smith at Saddleback Trans-AMA finale. He didn't need a hang glider.

NEXT ISSUE ON SALE APRIL 10

TABLE OF CONTENTS

SHOOTOUT

- 36 HODAKA SUPER RAT VS. YAMAHA MX100B
The Japanese bike won

IMPRESSION

- 56 THREE ROKON AUTOMATICS
Mom and apple pie shiftlessness

WRAP-UPS

- 44 NATIONAL ENDURO
Burleson: top clock for '74
52 INTERNATIONAL MX
Sweden and Belgium yield to Finland and Russia
60 TRANS-AMA
Roger rebounds and Suzuki skunks ever'body

COMPETITION

- 69 BARSTOW TO VEGAS
Husky hand holder

FEATURES

- 27 KITE BIKE
One Elsinore that literally flies
28 MORE WHAT IT'S LIKE: JOHN AND KOOKIE'S OSSA SDR
Hold the flag, I've fouled a paw

TECHNICAL

- 34 YAMAFIX
Piping in more power for the 125MX and YZ
31 WHERE TO GO MXing IN MICHIGAN
Turn left at Detroit

DEPARTMENTS

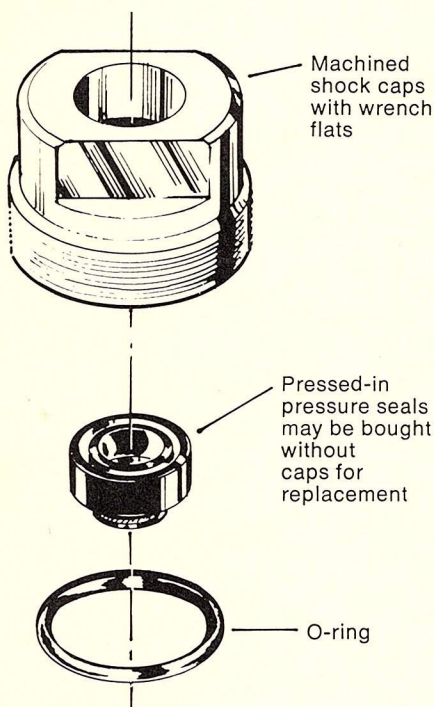
- 4 CHECKPOINT
Suggestions for March 32nd
7 ASK THE EXPERT
Are widgets the answer?
10 BITS & PIECES
Insignificant, trifling piddle
14 RIDERS WRITE
What are widgets?
19 TUNNELVISION
One nation, under God, invisible
20 HOLESHOT
More MX bummers
22 NEW PRODUCTS
Zoot trimmed chrome moly widgets
95 HOT SET-UPS
You ask for diamonds, we give you zircons
98 CRASH AND BURN
"There I was in front and my widget seized"

DIRT BIKE (Apr. 1975) is published monthly by Hi-Torque Publications, Inc., with editorial offices at 16200 Ventura Blvd., Encino, California 91436. Subscriptions \$7.50 per year, foreign \$2.00 additional for postage except Canada. Copyright © 1975 by Hi-Torque Publications, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part without the express permission of the publisher. CONTRIBUTORS: Photographic submissions must be 5x7 or 8x10 glossy black & whites, or 35mm and larger color slides. Please mark each photo with the owner's name and address. Manuscripts should be typewritten. Unsolicited contributions must be accompanied by a stamped, self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Hi-Torque Publications, Inc. The publisher does not assume responsibility for unsolicited material. Second class postage paid at Van Nuys, California 91408 and at additional mailing offices. DIRT BIKE, P.O. Box 317, Encino, California 91316.

KONI KIT

Even Konis can leak after hard use — but now you can stop them from leaking with the new TRICKIT® Koni Rebuild Kit. Special pressed-in pressure seals are designed to eliminate leakage under even the most severe conditions. And you get low friction performance.

There's another advantage, too — wrench flats on our machined shock caps make changing shock oil or other maintenance easy . . . no more skinned knuckles.



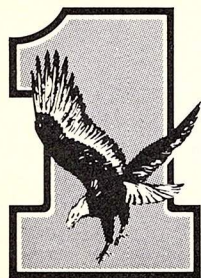
The TRICKIT Koni Rebuild Kit #166 **\$14.95**
It's worth it.

Replacement Kit #266 — seals and O-rings **\$5.95**

Kit #366 — wrench **\$4.95**

Plus 50¢ handling charge.
California residents add 6% sales tax.

DEALER INQUIRIES INVITED



Number One Products

11509 Bexley Drive, Whittier CA 90606

CHECKPOINT

by
CHET HEYBERGER



Photo by Tim Imhoff

THINGS TO DO TO PEOPLE ON APRIL 1

Switch petcocks on your friend's bike, the Suzuki. Swap them with someone else's bike, someone who has a Yamaha. Neither of them will ever be able to shut off the gas again.

You know someone with a Bultaco, right? Either wait until he gets a new bike or even buys a new set of fork springs. Then sneak into his garage every Tuesday night, take the fork caps off, and cut one coil off each spring. He'll never notice. He'll just think his springs are sacking out a little faster than usual.

Another thing you can do requires that you know someone who owns a Rickman Metisse/Triumph, or any other English four-stroke. On your way back from the Bultaco owner's garage, stop in to visit your four-striker friend.

On your way home, sneak into *his* garage and pour some oil on the floor underneath his motorcycle.

If you see someone with a Hodaka, be sure to ask him about his cup.

Or if someone mentions being faster on a 125, assure him that 125s take a lot of skill to ride. Remind him that anyone can go fast on an open class bike — like you do on your 400. Say: "Don't be ashamed to admit it; you're a 125 rider."

Then blow him off every time you see him.

If anyone around you should be dumb enough to talk about racing

125s, be sure to call it the "CR 125 Amateur class."

Or you can use "the 125 Honda class." Either's good.

Unless you don't like the little Elsinores. In this case, right after saying that, say, "Of course, they don't *handle*."

Be sure to emphasize the word "handle" as if you were speaking French.

Or any other European language. Make sure he knows that you *know* that "handling" is a European concept.

Distrust anybody who responds with: "Greeves invented *handling*." Or anybody who sees you go by and yells "ring-ding" or anything similar.

Let's get back to things to do to people.

Remember the guy with the Bultaco? Only cut the coils off one side; just do one of his springs. It'll drive him nuts trying to figure out what's wrong. He'll wind up at an ear specialist's, trying to find out if something's wrong with his balance.

You can make it a habit to always turn the handlebar switches on every Honda you see to STOP instead of RUN. Guys owning trail bikes will kick it 18 times before they realize. Then they'll finally find it, get it started, and catch up to where you're waiting. Of course, if it had been a European bike, they'd still be

Continued



Marty Tripes travels all over the country chasing Europeans with a bag which holds plenty of gear for practice and several motos. Beating those guys isn't easy . . . but now hauling racing apparel around is in the bag.

The MX Bag

One bag — the Wheels of Man MX Bag — holds it all . . . leathers, jerseys, gloves, helmets, socks, mouthguards, goggles, underwear and boots. Boots fit into a "false bottom" section separated from the rest of your gear. All stiffeners in the bag are removable and it's fully washable. In tough nylon and four bright racing combinations, this bag is worth looking into at your Wheels of Man dealer. Or send \$1 for full color catalog.



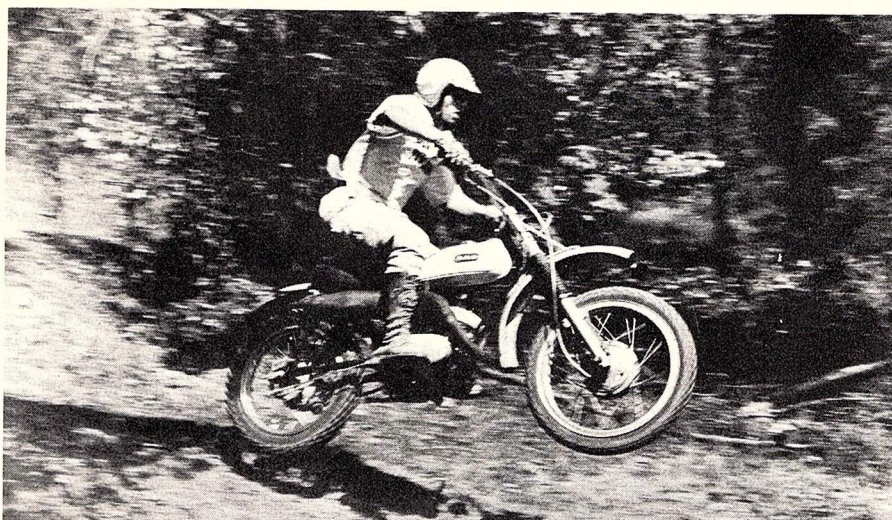
WHEELS OF MAN MX BAG Colors:
Red and Yellow; Red, White and Blue; Yellow and Black; and Green and White **\$35.00**



America's Finest Rider Accessories

WHEELS of man

subsidiary of The Parker Pen Company
16622 W. Rogers Dr., New Berlin, Wis. 53151



No motorcycle should be without Mac's Pac.

Mac's PacTM for motorcycles. The four handy aerosol products you need most. Together in a convenient, easy-to-use carry pac that costs less than buying the products separately.

Look for Mac's Pac for motorcycles at leading NAPA outlets and cycle shops. It's a must for every motorcycle.



Mac's, Inc., Ashland, Kentucky, 41101. A Subsidiary of Ashland Oil, Inc. 

there changing plugs.

If you know somebody with a CZ, be sure to say "trick as a brick" at least once.

If he knows anything at all, he'll immediately mention his bike's legendary reliability. Even if his isn't.

That'll give you the chance to bring up the subject of CZ parts, either how easy it is to get them, or how cheap they are.

Then you and he can come to an agreement that Japanese bikes take far less upkeep, but you wouldn't have one. "They just don't *handle* the way European bikes do."

Two years ago you had to say: "They don't *handle*." Now you've got to say that they don't handle *the way* European bikes do.

Any kid nearby who overhears that and owns a J-rocket will counter with his horsepower figures.

You can say: "But it's not the right *kind* of horsepower."

Sometimes you don't have to depend on inflection. Some situations occur which give you the opportunity to attempt a put-down, no matter which way things can go. Take brakes; you can comment about brakes to either Bultaco or Yamaha owners and make up things about too much, too soon, or light switches, or about nothing at all. You can even shout out "Bultaco Brake-O" and be subtle.

Heavy-duty put-downs are possible too, but these require being ready to insult your friend's bike at the drop of Husky fork seal. Like when you and the quadra-stroke owner are in a McDonald's or something McDonald's-like. You pick up your .1134 Kilo Burger, unwrap it, pick up the top bun, and announce, "It's as oily in there as the garage floor under any British motorcycle."

He'll get caught with his guard down and won't have anything to say. But he'll fume about the way you talk about his English motorcycle.

Which brings up the ultimate put-down for English bikes. "Give an Englishman a piece of metal, and he'll do something silly with it."

If you catch the flicker of recognition in his face, step right into the silence and say, "Of course you've heard that before. But *I* just read it in a book about photography by Carl Shipman."

Now *that's* esoteric.



ASK THE EXPERT

by
PRESTON PETTY



JETS THAT WEAR OUT

In the October, 1974 issue of DIRT BIKE, you had a letter from Jon Fennell of Grants Pass, Oregon, who was experiencing difficulty with his 1974 Pursang. In your answer to Mr. Fennell, you stated that "carburetor jet sizes don't change from wear." This statement is not altogether true. I was experiencing problems similar to Mr. Fennell's with my 1972 250 Pursang.

A mechanic at my local Bultaco dealer, H & H Cycle of Eastlake, Ohio, told me that according to a Bultaco service bulletin, the needle jet (I mean the jet that the slide/needle passes through at the bottom of the Spanish Amal) does in fact wear and become sort of "egg-shaped" from excessive vibration of the carb needle, causing an over-rich fuel/air mixture and a very ragged running engine. The tricky part about this wearing is that the symptoms develop gradually and are not noticeable at first. When I changed this 65¢ jet in my Pursang the difference was unreal! My two-year-old Pursang ran like brand-new.

I feel that this phenomenon is the major reason that older Bultacos become "spark-plug eaters." Right before I corrected the problem, my Pursang could be counted on to foul plugs with alarming regularity.

I hope this letter may be useful to any Bultaco freaks who may be having similar problems.

Russ Davis
Chagrin Falls, Ohio

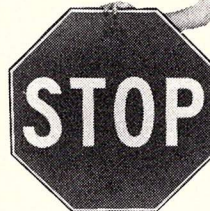
Right on! I blew it by not excluding needle jets in that state-

ment. The main jet, idle jet and air bleed don't wear when the liquid goes through them. But the needle jet, which is not a fixed but variable jet, since it changes as the slide goes up and down, is subject to quite a bit of wear. This is due to the pulsation of the intake gas charge rattling the needle about in the needle jet, and causes an oblong wear in the needle jet. Along these same lines, one should, at the same time, check slide wear and the carb body. When a carburetor gets quite worn in the slide area, you can detect a step on the outside of the slide towards the bottom on the engine side. You had best just throw it away and get another slide. I think a basic rule of thumb in carburetors applies: if it moves — it will wear. That goes for float needle, slide and needle jet. All these things should be checked if your bike is not running healthy and it seems like carburetion.

ONLY THREE QUESTIONS

I have three questions: (1) The thing is hard to start. I dread going through the ceremony of kicking it about 20 times total. Between some kicks, it will fire a few times and die. I leaned the needle of the carb one notch to increase the overall performance, but it didn't help. What can I do? (2) The other day I found out what DB meant by the tires being junk. Boy, they weren't kidding! What type tire should I buy for the rear? I want one for good traction in dirt and some grass. Also, I will be doing very minimal street use, an errand once in a while. (3) I

Continued on page 93



NOW!!

we've got more
than our great
**FUEL TANK
SEALANT**

We go from **A** to **Z**
From our *a la mode*
belts of gleaming
chrome with optional
Maltese Cross buckle



To our.....**zymotic**
colossal new catalog
for only \$2.00

PRO-TECH

Cycle Products

924 W. Williamson Ave.
Fullerton, Ca. 92632
(714) 525-4796

Ride a

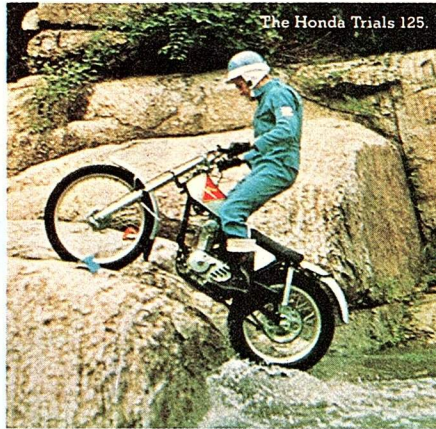


Always wear helmet and eye protection. Check local laws. Honda Trials bikes are for off-road

sure thing.

The Honda Trials 250 and Trials 125.

Of all types of motorcycle competition, perhaps none calls for more special skills than observed trials riding. Speed is of little concern to a trials rider, because his challenge is to creep through an obstacle course that would be difficult even on foot. And to be a winner, he's got to stay aboard his motorcycle — all the while traversing rocks and boulders, easing across narrow logs, and covering stretches of terrain often more vertical than flat. And to earn maximum points, his feet must never touch the ground.



Sammy Miller (inset) is that kind of a rider. And Sammy rides a Honda TL-250 trials bike. The new TL-250 is a big brother to the highly acclaimed TL-125 trials bike. So what makes Sammy run on a TL-250? He simply thinks it's the best trials bike in the world — after all, he and Honda engineers designed it together.

The TL-250 is powered by a 248cc OHC four-valve, four-stroke engine. And because it's a four-stroke, its response is highly sensitive — important in the crucial demands of trials riding. All that power is delivered through a five-speed transmission, with gear ratios carefully chosen for the trials style of riding. Another item of prime importance in a trials bike is the

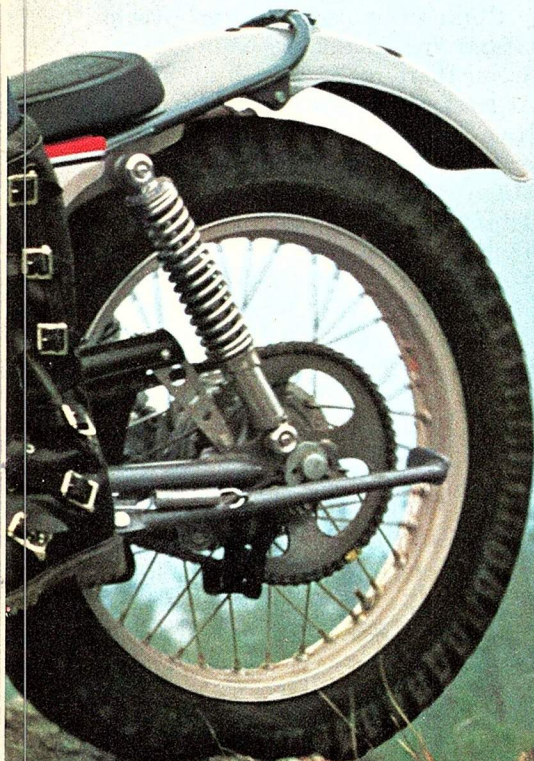
front fork geometry, and in the TL-250 the fork design is optimized for precise steering.

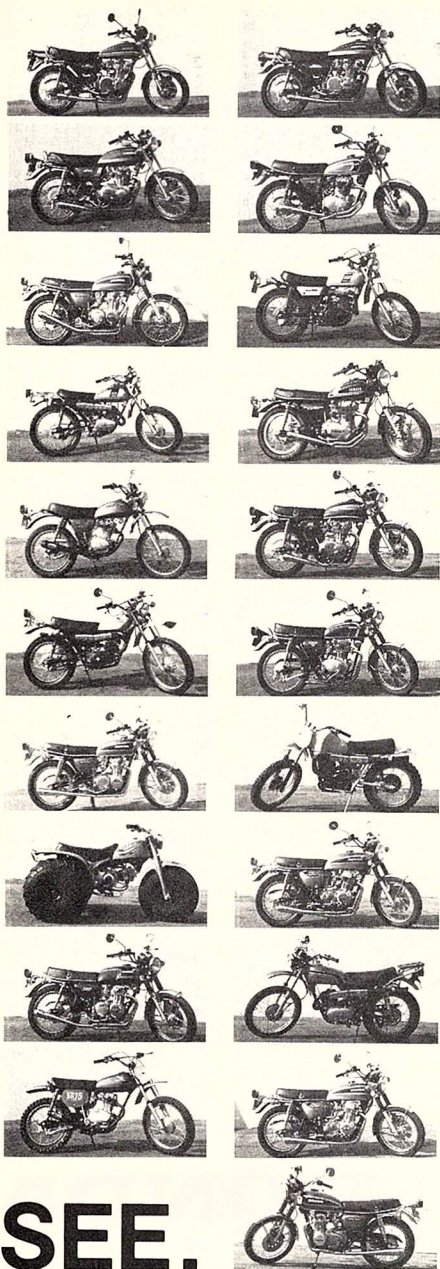
The TL-250 is a light, strong bike, thanks to the extensive use of aluminum alloy components. Brake, air filter and ignition systems are resistant to water and dust encountered in many trials courses. (And in dirt riding, too, for the TL-250 promises to be a great trail bike!)

Function dictates form in a trials bike — it must be slim to accommodate the stand-up stance of the trials rider. And this necessary slimmness results in an elegant looking bike you'll be proud to be seen on.

Since speed is not of the essence in trials riding, anyone can enjoy this fast-growing sport. Perhaps you'll want to try it. Or maybe you'll just want to take to the trails. Whatever your choice, the one choice that will be simple is choosing the Honda TL-250. That's a sure thing.

HONDA
Good things happen on a Honda.





SEE.

They look as good as they work! For years Hooker has been the world's leading manufacturer of high performance exhaust systems. Hooker systems established the standards for performance and quality that others try to imitate. But some people forget their styling. So, we thought you'd like to see some of Hooker's 200 systems ... the ultimate high performance exhaust system for **your** bike. Or car. Or pickup. Or van.

Send Hooker \$1.25 and they'll send you information on all their products. Including auxiliary gas tanks, air filters and the super fiberglass spoilers & fender flares for vans. Write Hooker at 1032 West Brooks Street, Ontario, California 91762.



BITS and PIECES

by
LEN WEED



We received the following competition report from D.L. McKiernan of Team Bengt Phorks. You've seen his byline in DIRT BIKE's How to Go Fast Tech Manual now on sale at quality newsstands everywhere for a paltry \$1.50. Pick one up if you haven't already. It'll make you feel good all under. Anyway, here's what ol' D.L. has to say:

Team Bengt Phorks finished out of the trophies again: We entered a four-man team in a September 14, 1974 enduro in Brokaw, Wisconsin. (Motive? Surely we can outride somebody in Brokaw, Wisconsin.) I was doing fairly well, but after breaking a chain-adjuster bolt, throwing a chain, and in general having a hell of a time getting going again. Have you ever worked with pliers, wrenches, chain breakers, master-link clips, etc., at the 92nd enduro mile when all that your hands want to do is assume a claw-like shape? Have you ever known before, that way out there in the middle of nowhere the tools and spare parts shrink to watchmaker-proportioned sizes, making it next to imdamnpossible to repair anything without a microscope? Have you further noticed that these tee-tiny parts are coated with an invisible, friction-eliminating substance so that you can't hold them, and they drop into the swamp-goo that stretches for miles in all directions. Where the hell else would you break down? And wrenches get no purchase and slip on the no-friction, goo-dirty surfaces and go flying off into the

bullrushes and disappear as you and your machine slowly and inexorably sink towards the center of the earth? And lastly, have you noticed that when you finally slog back to civilization these same evil-minded spare parts and black-hearted tools have suddenly and innocently become normal again? Have you noticed all that? Have you? . . .

I finished 13th. The rest of Team Bengt Phorks finished further back. Them there people in Brokaw are snickering up their vented nylon sleeves.

* * * *

Remember our Riverbottom Grand Prix in the December issue? Seems there really is such an event. At least we received a promo sheet from Arizona about one. Weird promo sheet. Stars listed included Mitch Mayes, Jim Fishback, Rolf Tibblin and some other guys like Teddy Whitetiger, Progusto Nostrello (and the crack of DOOM), Slim Skatekey, Tru Nagle, B. Boom (not to be confused with Hogo), the world's largest Invader and many Dingusoids.

Other notes: BYO Penicillin. One 15-25-mile loop. Motorcycle optional. A lot of Triumphs OK with excuse (written in triplicate).

Desert terrain, bring your clip.

This one's for Mother!

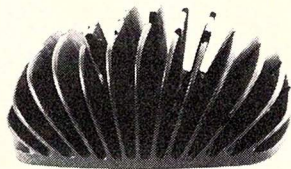
Special Note: Bob Evans will not be invited.

* * * *

For your eyes only the results for the First Annual Invitational Dirt

OCELOT

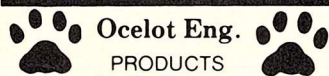
Quality Products



Radial Head

This radial fin head has been thoroughly tested at Ocelot's development facility and then proven in competition. Head temperatures are significantly reduced through the radial fin design. Cooler head temperatures mean more horsepower, more torque, and more first places.

2460 . . . SUZ TM125. \$49.95



950 Kendall Drive
San Bernardino, California 92407
Send \$1.00 for Catalog

Bike East vs. West Challenge Motocross, using official AMA scoring.

Al Baker*	CA	250 Hus	150 pts
Steve Marusic	PA	400 CZ	120
George Wegner	CA	250 Bul	100
Chet Heyberger*	PA	100 Hod	80
Bobby Bitting	PA	250 CZ	60
Charlie Kloppenburg**	CA	340 Rokon	50
Jim Felt	CA	125 Puch/none	40
Len Weed***	NJ	340 Rokon	DNF

* denotes cheaters

** denotes exceptionally good cheaters

*** Trusting Soul Award. Charlie, running eighth, ran out of gas and talked Len into giving him his bike to head to the pits. Charlie finished the race on Len's bike with Jim Felt riding passenger.

EAST	WEST
120 Steve	150 Al
80 Chet	100 George
60 Bobby	50 Charlie
0 Len	40 Jim
260	340

1975 NATIONAL ENDURO SCHEDULE

1. Mar. 23	150 Miles	Lonesome Pine, Washington County, VA
2. Mar. 30	100 Miles	Little Harpeth, Nashville, TN
3. Apr. 6	100 Miles	Curley Fern, Whitings, NJ
4. Apr. 12	125 Miles	Red Garter, Los Padres National Forest, CA
5. Apr. 13	100 Miles	Fallen Timber, Delta, OH
6. Apr. 20	125 Miles	Post, TX
7. Apr. 27	100 Miles	Forest Hill, CA
8. May 4	150 Miles	Burr Oak, Shelby, IN
9. June 8	150 Miles	Black Hills, Olympia, WA
10. June 15	150 Miles	Porcupine, Harrison, MI
11. June 22	150 Miles	Foothills Classic, Backus, MN
12. Sept. 14	100 Miles	Talladega, AL
13. Sept. 21	100 Miles	Lawrence, KS
14. Sept. 28	150 Miles	Chatsworth, NJ
15. Oct. 5	100 Miles	Black Coal, Lynville & Warrick City, IN
16. Oct. 12	125 Miles	Central Village, CN
17. Oct. 19	125 Miles	Pecatonica, IL
18. Oct. 26	150 Miles	Apalachicola National Forest, Tallahassee, FL
19. Oct. 26	100 Miles	Stonyford, CA
20. Nov. 2	125 Miles	Ft. Hood, TX
21. Nov. 9	125 Miles	Barstow, CA
22. Nov. 23	125 Miles	Redwood National Forest, Klamath, CA

Continued on page 77

THE SHIRT STOP



BEST IN THE COUNTRY!!

T-Shirts in Super Colors

© ALL DESIGNS COPYRIGHTED TRICRAFTS 1973.74
Our Designs Are Silk-Screened On And Will Not Wash Off. The Shirts Are Made From Heavy Weight Material With

A Pocket And A Reinforced Collar.

Shirts Are \$4.95 Each Plus \$1.00

Per Order, Postage & Handling

Ca. Residents Add Sales Tax

COLORS AVAILABLE: Yellow, Orange, Gold, Light Blue, Medium Blue, And Beige

SIZES: S (34-36), M (38-40), L (42-44), XL (46-48)
Please Specify Design, Size And 1st, 2nd And 3rd Color Choices

Send Check Or Money Order To: The Shirt Stop Dept. B-4
14936 Prairie Ave. Hawthorne, California 90250

WE GUARANTEE COMPLETE SATISFACTION
(DEALER INQUIRIES INVITED)

Roberts

competition boots

HAND CRAFTED IN ITALY



exclusive importer

meridian cycle supply Inc.

P.O. Box 116 • Haslett, Michigan 48840 • (517) 339-8958

Uncompromising Italian Boot Quality

- Top grade ski-boot leather
- Nylon stitched
- Fully attached leather tongue
- Foot-hugging fully padded lower
- Foam padded shin protection
- Steel kick plate
- Double strength stitching
- Foam-filled top seal
- Sewn and riveted buckle support
- Genuine Vibram sole
- Tough plastic toe guard
- Two-ply sole — easy re-soling
- Choice of moto-X or enduro sole
- Sizes 6-14 available

Retail price \$69.95



SUZUKI

TM-250. IF YOU'VE GOT THE GUTS, IT'S GOT EVERYTHING ELSE YOU NEED.

A motocross machine is a unique animal. It needs the speed of a greyhound, the strength of a bull, the suspension of a kangaroo, and the staying power of a mule. Then, when it's all put together, it's supposed to handle like a champion show horse.

Impossible? Not when you've won World Motocross Championships four years in a row. We have. And we've put everything we've learned into the TM-250.

It's deceptively quiet.

One kick on the starter brings it to life. PEI, Pointless Electronic Ignition, zaps out a hot, consistent spark. Less carbon buildup on the plug. And no fooling around adjusting the points.

The fat silencer quiets the expansion chamber to a deceptively tame sound level. But don't be fooled, because it doesn't hinder performance at all. At 6,000 rpm the 2-stroke aluminum engine turns out 20.9 ft/lbs of torque. And at 7,500 rpm you're sitting on 27 horses going full bore.

Positive throttle control.

Gearbox ratios have been carefully matched to the engine power curve for the best combination of power and speed in all five gears. When you twist the throttle, you move. Quickly. Without hesitation.

Fenders are super-flexible polypropylene. Wheels have self-cleaning aluminum alloy rims.

21 up front, 18 rear. Internal expanding brakes give you firm, steady stopping — without locking the rear wheel and stalling the engine.

It handles better than ever.

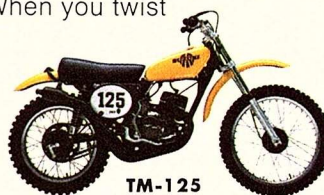
This year we've moved the rear shocks forward and changed the

tension in the front forks. It improves the handling through corners. And gives better stability over the whoop-de-doo.

See all our motocross machines at your nearest Suzuki dealer.



TM-100
16.5 Hp — 8.55 ft/lbs
torque — 5-way shocks — PEI



TM-125
17.5 Hp — 9.68 ft/lbs
torque — 5-way shocks — PEI



TM-400
35 Hp — 31.1 ft/lbs
torque — 5-way shocks — PEI

Power. Speed. Suspension. Stamina. When you add it all up, the TM-250 has about everything it takes to win.

Now all you need is the guts.

U.S. Suzuki Motor Corporation, Dept. 7061, Santa Fe Springs, Calif. 90670.



Ride safely; wear a helmet, eye protection, and appropriate riding apparel.

WUK

Panther BLACK SHADOW 175

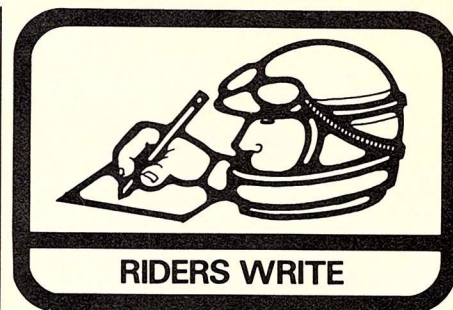


PANTHER'S ride and handling are perfect for cow trailing and traveling about town.

Oil-injected 5-speed 175cc
It's great to go on a Panther!

**PANTHER MOTORCYCLE DIV.
KAWASHO INTERNATIONAL**

1543 WEST OLYMPIC BOULEVARD, LOS ANGELES, CA. 90015, (213) 386-6822



EVEL VS. FOOTBALL

The jocks in our school say that football players make more money than Evel Knievel does in a year's time. The jocks also say that sponsored riders have to pay for their own parts.

Kevin Wright
Lake Havasu, Arizona

We don't know about every year, but Evel certainly made more money than any football player this year. And sponsored riders do not pay for their own bikes, or parts, or motel rooms, or helmets. Besides all that, Roger DeCoster, Heikki Mikkola, or any other Grand Prix star is a greater athlete than any football player.

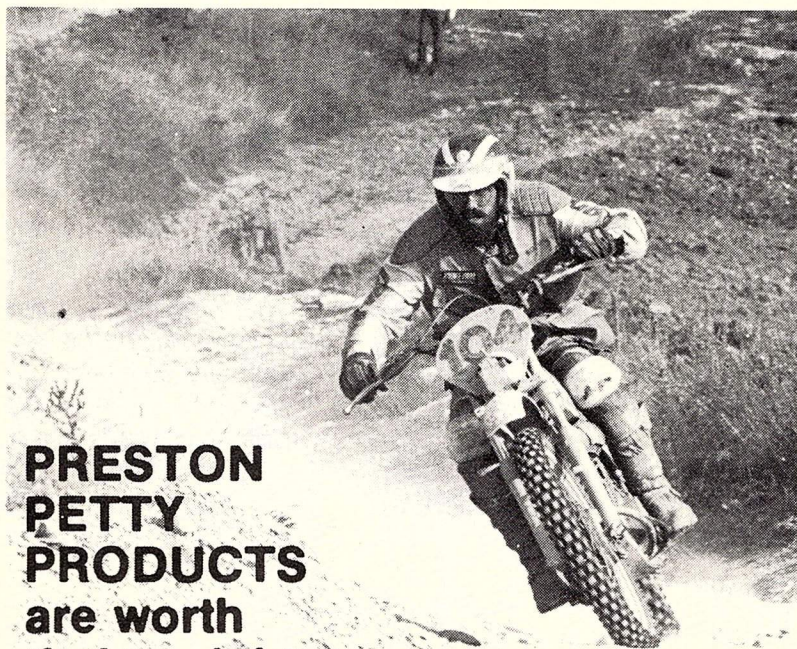
**WHEN THEY MAKE MISTAKES
ON STAMPS, THEY'RE
COLLECTOR'S ITEMS, BUT
MESS UP A COMPLICATED
THING LIKE THANKSGIVING
AND EVERYBODY IS DOWN ON
YOU**

Gentlemen, I am probably not the first to call this matter to your attention, but around here Thanksgiving falls on the 28th.

Thanksgiving and the following Friday are paid holidays at the place I used to work, and of course I stayed home on the 21st and 22nd. My wife made a large meal including turkey and we had a wonderful time until Saturday morning (the 23rd) when my supervisor called to tell me I was fired.

As a result of all this, I am now living in a two-room, cold water apartment in the basement of an adult movie theatre with my wife and three kids, trying to make ends meet with a \$40 a week welfare check.

I had to sell my 500 MX yesterday to pay the rent. (The rats chewed up my welfare check.) My car will have to go next week. Worst of all, just try to sell a DB calendar with only



**PRESTON
PETTY
PRODUCTS**
are worth
their weight
in *GOLD.

***I.S.D.T. Gold Medals that is.**

Billy Uhl in action. Photo by Jack Mangus.

Only the best riders using the best equipment stand a chance of winning a Gold Medal in I.S.D.T. competition. U.S. Riders Dick Bursleson, Carl Cranke, Tom Penton, Billy Uhl, Jack Penton and Malcom Smith won Gold Medals this year, and they *all* used Preston Petty Products on their bikes.

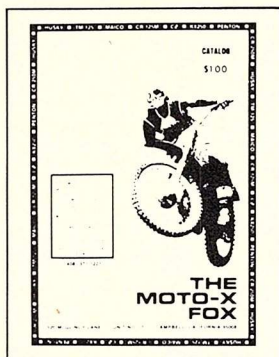
If you're after the gold, in any type of competition, don't accept imitations. Insist on genuine Preston Petty Products for *your* bike.

"MUDER" Fenders — the ORIGINAL Mud Fenders • MINI "MUDER" Fenders — for Mini M.X.ers • BAJA Fenders — the Worlds Most Popular • Enduro and M.X. Number Plates • UDDER "MUDER" Mud Flaps • Yamaha Rear Fender Brackets • Universal Front Brackets • HEX-GRIP Hand Grips • GARDER Fork Protectors • ENGINE GUARD Skid Plates • Combination HEADLIGHT/NUMBER PLATES • Combination TOOL BOX/NUMBER PLATES •



See Your Local Dealer For Details

One buck will get you the best motocross catalog ever!



DEALERS INQUIRIES REQUESTED

Mail coupon and \$1.00 to:
THE MOTO-X FOX
 520 McGlinchy Lane * Dept. DB
 Campbell, Calif. 95008 (408) 371-1221
 Please send complete catalog to:

Name _____
 Address _____
 City _____
 State _____ Zip _____

TM 125 ■ MAICO ■ CR 125M ■ CZ ■

Sunday left on it. Ah well, Christmas is probably wrong anyway.

Incidentally, we had cold chili for Thanksgiving dinner (the right one, the 28th) because we couldn't afford another turkey.

I probably shouldn't have written you about my plight, as I'm sure that there are people worse off than me, because of your error, but I couldn't get to sleep anyway, with all that moaning and groaning going on upstairs. Besides, moving the pencil keeps my fingers from getting frost-bitten, as there's no heat down here.

Ron Kooienoa
 Pink Pussycat Theatre
 Jenison, Michigan

PS: This would have been type-written, but we had to sell it this morning.

WHEREAS A TYPO IS MUCH MORE FUN

Come on guys. Let's get it together! While looking through your December issue of DIRT BIKE, I read Mr. Shelton's letter and questionnaire on the 250 CZ with the 43.5-inch seat height. Gad! But the goof that I saw in your very same

Continued on page 18

T-shirts

FREE sample patch & brochure

DO IT IN THE DIRT

Ride On

DO IT IN A VAN

YAMAHA

H

NATURAL

Motocross

HONDA

F

SUPER SHIRTS dept. S P.O. Box 66147
 Los Angeles, Ca. 90066
 Please send me shirts at 3.95 ea. plus 25¢ postage per shirt. OR 3 for 11.00, plus 75¢ pst

DESIGN	Wht.	Yel.	Blv.	S	M	L	XL

Fast Track to a Cool Job!

★ TRAIN AT HOME TO BE A

Motorcycle Mechanic

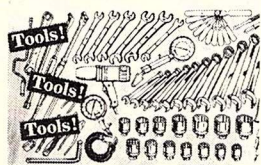
If you like to ride a cycle for fun... learn how to fix it for profit! Can you imagine a better way to earn your living? And to make it even better, the pay is great—whether you choose to work in a cycle shop for someone else or decide to start your own cycle repair business.

Now, thanks to North American, there's a fast, easy way to get the training you need... at home in your spare time. No need to quit school or your job. Experts show you step-by-step everything from minor tune-ups to major overhauls.

CYCLES ARE BIG BUSINESS

...AND SO IS FIXING THEM!

More than 3 million cycles are registered in the U.S. today. Plus an estimated 3 million more dirt bikes. But, there are fewer than 10,000 motorcycle mechanics available to repair them. No wonder career opportunities are so great... and getting better every day. Rush coupon for FREE "Motorcycle Mechanic Career Kit."



Special Cycle Tools and Test Instruments included to start you fast!

Professional tools plus your North American "know-how" turn you into a skilled mechanic. We include wrenches, sockets, gauges, test instruments and more to get you started fast! Yours to use during training... yours to keep in your action-packed career as a motorcycle mechanic.

NORTH AMERICAN SCHOOL OF MOTORCYCLE REPAIR
 4500 Campus Dr., Dept. EF035 Newport Beach CA 92663

You'll Be the Center of Attraction in Your Circle of Friends Be the envy of friends & neighbors as they flock around to watch you tear down and tune-up all kinds of motorcycles. And just think of the satisfaction in knowing you've got the best performing bike in town. Plus, you can make extra dollars fixing motorcycles for your friends and neighbors.

SEND FOR FREE CAREER KIT

Get all the facts now... without obligation. Be the first in your neighborhood to cash in on the big demand for motorcycle mechanics.

Mail Coupon Now!

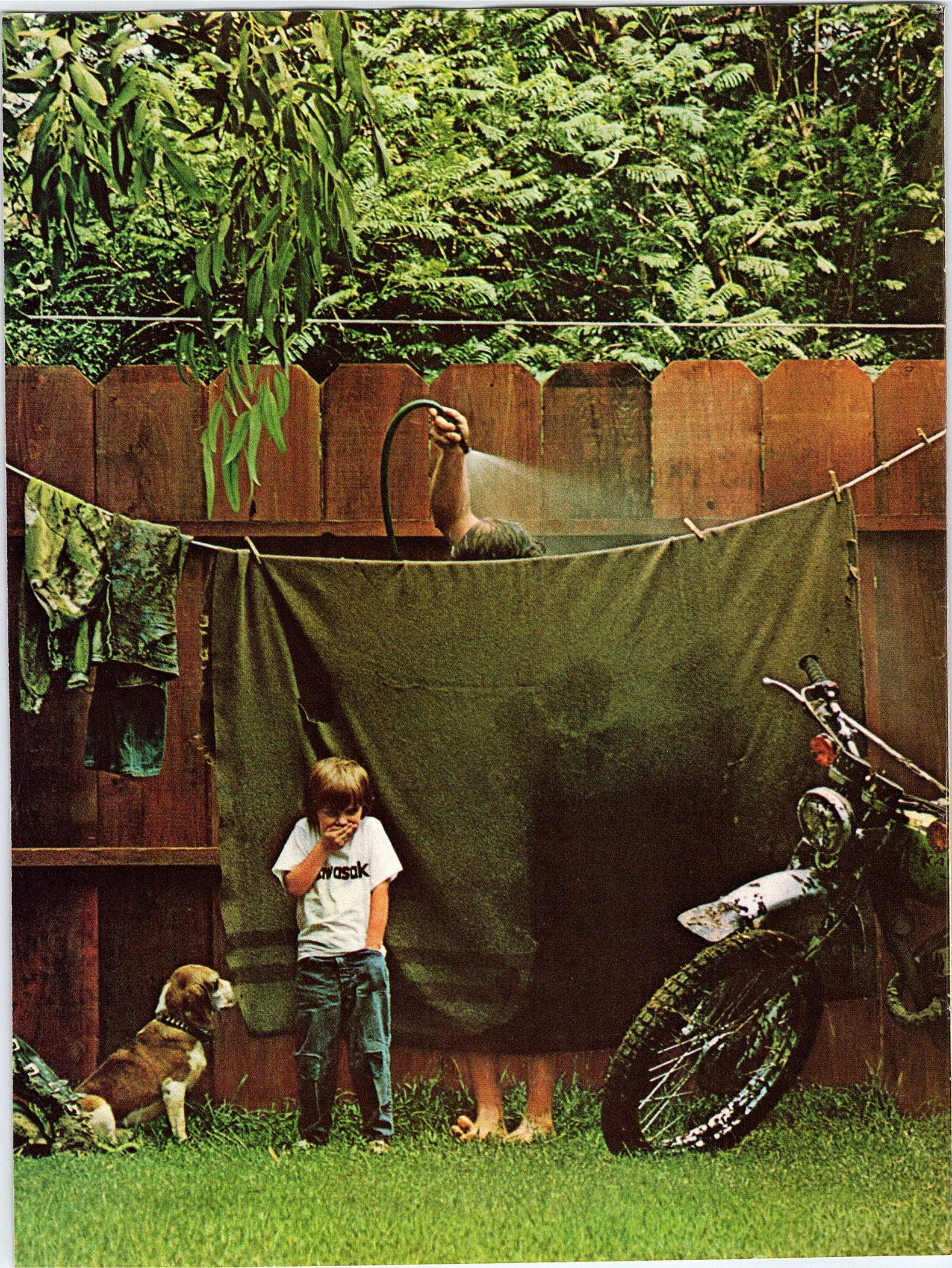
Careers by Home Study

NORTH AMERICAN SCHOOL OF MOTORCYCLE REPAIR

4500 Campus Dr., Dept. EF035 Newport Beach, CA 92663

Rush FREE "CAREER KIT" on how I can become an expert motorcycle mechanic. No salesman will call.

NAME _____ AGE _____
 ADDRESS _____
 CITY _____ STATE _____ ZIP _____



MOST ADULTS

I know don't like mud. Or think they don't. Maybe it's because, when they were kids, their parents always said, "Stay out of the mud!"

And if you came home muddy, it was a crime against the universe. That's how it was with me. Just like the next guy, I learned that mud is bad, and nice people stay clean unless they're grubbing around the garden or something.

Then I bought a motorcycle. A Kawasaki enduro. What I had in mind was to have a little fun riding around the boondocks. And for the first couple of week-ends I stayed on the hard and narrow path. The bike was peppy, easy to handle, and I felt good riding it.

But my third time out, it had rained the night before. And there it was confronting me. Lots and lots of mud.

At first I kind of crept through it and got a little splattered, and then I thought, "What the hell," and opened up the throttle and, man, did I go. I roared through every mudhole I could find. And before long I was a flying mudball, Mr. Muddy. But instead of feeling dirty, I felt absolutely clean. My bike must have felt clean too, because it zipped along without one sputtering complaint.

Washing off the mud at home was like washing off the best time I had had in years. I hope next Friday it rains again. Really hard.

Kawasaki
lets the good times roll.

Good times include riding safely. We recommend wearing a helmet and eye protection, keeping lights on and checking local laws before you ride. See Yellow Pages for nearest Kawasaki dealer. Member Motorcycle Industry Council.



STEVE'S BULTACO

Specializing in Bultaco only since 1967.

ALL NEW

'75 models in stock and ready for delivery, local and out of state. Complete line of MX, Trials, Desert and T.T. equipment. Also carrying a complete line of Sammy Miller equipment. Large stock of Bultaco parts new and used. Complete machine shop and mail order service to anywhere. Send 75¢ for Catalog. Open late on Monday and Friday nights.

STEVE'S BULTACO
7627 Van Nuys Blvd.

Van Nuys, CA 91405

(213) 780-6300 (213) 994-7468
SALES PARTS

RIDERS WRITE from page 15

issue really takes the crank! In the article entitled "When you break — Part III," I nearly flipped out when I saw the price of a CZ 250 Enduro shock: 71 bucks!! Even more mind-boggling is the fact that in the same said article, the 250 GP's shock costs 50 dollars less.

Personally, I don't think that the Enduro shock costs that much. (It was a tough decision, though.) I suspect foul play and I would like to know why. That is why I'm sending you another questionnaire — in the same form as Shelton's. You just put a check by the correct answer and return it to me so I can grade it and send you your score back.

Why does the CZ 250 Enduro have shocks that cost 71 dollars each?

1. To increase the amount of mail to this section.
2. So the Czech government can get more revenue.
3. We want to see who really reads our magazine.
4. We like to pick on CZ.
5. My goggles fogged up while I

Continued on page 81

High Performance For Hondas

T & M Engineering's new product line includes the new Honda XR-75 reverse cone exhaust system. The XR-75, with this dyno tuned system, increases the overall power output in all ranges of performances for stock or modified machines.

Also now available from T & M—the CR-250 Elsinore and the CR-125 Elsinore Honda. They have been race tested and dyno tuned for maximum horsepower.

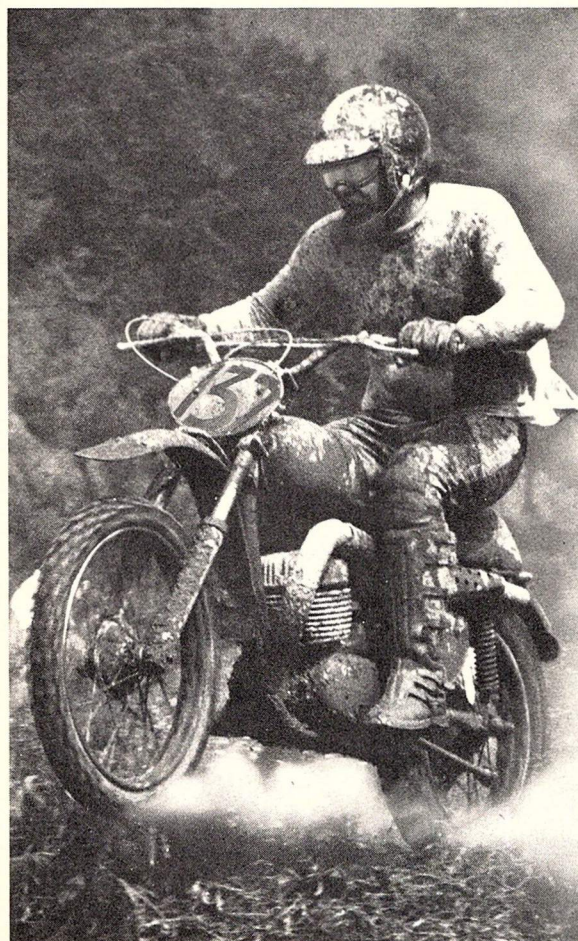
Performance proven, quality built, T & M offers you the best in motorcycle exhaust systems.

For more information, contact your local dealer or write:

T & M Engineering
2110 E. McFadden
Ave. Suite #E
Santa Ana, Ca. 92705

Cycle Accessories
1024 E. Michigan Ave.
Lansing, Mich. 48912
(517) 489-4175

Accessories South
98 Highway 17-92
Debarry, Florida 32713
(305) 688-6051



Ask any winner!

If you can't see clearly from the start, you'll never see the finish line first.

You don't need dust fouling up your chances. What you do need is clear vision all the way. Hydron® FogEater goggles give it to you. They're fog-free, dust-repellent, distortion-free. Perfect for any kind of dirt riding you're into and great for the road.

FogEater goggles: smart looks, good price, clear vision; replacement lenses available (clear and in colors). While you're checking them out at your dealer's, ask to see FogEater shields. They're fog-free and reasonably-priced, too.

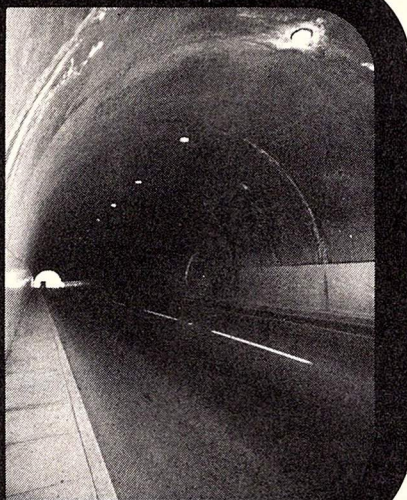
®Hydron is a registered trademark of National Patent Development Corporation

FOG EATER™

National Hydron Incorporated
1633 Rothsville Road, Rothsville, Pa. 17573

TUNNEL VISION

by
LEN WEED



Who knows what tainted thoughts lurk in the minds of man? The Tunnel do. Join this column monthly for a candid peer at controversial happenings within the realm of getting dirty for pleasure and profit. Tunnelvision is presented to spread pain and misery throughout the industry, and maybe some insight too.

Who is an American? Or to be more specific, who is an American Grand National Motocross Champion? You do have to admit it has been a bit confusing the last couple of years, what with three different eligibility rules for the number one plate. Naturally, we're talking about Pierre Karsmakers' situation and his eligibility. First he was, then he wasn't, now he is again: eligible, that is. We decided to see what the AMA, Yamaha and Pierre himself had to say about it all.

A phone call to Westerville, Ohio, found Bill Amick on the other end of the line. Bill is in the Public Relations Department there. So we said fill us in on what's happening. And so he did. Here's the scoop.

Up until June of 1973 all you needed to be national champion was an AMA license and more points than anyone else. Then people began noticing that there was this fellow name of Karsmakers (Wisconsin? Upper New York state? Doesn't sound American to us) making all the races on a Yamaha and doin' pretty good at it. This got the wheels rolling. Or the shoes squawking.

So in June of 1973 the Executive Committee of the AMA (which is now the Board of Trustees) passed a motion that the national champion had to be an American and that a

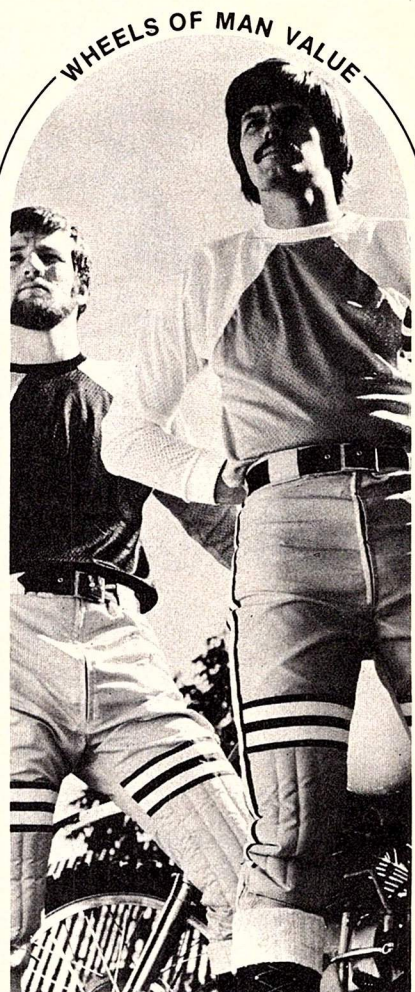
passport would determine who the Americans were. Then in October of '73 the Competition Congress (which has since been split in two with the AMA Congress handling amateur events and the Pro Rules Committee handling the professionals) announced that a rider must be a U.S. citizen to qualify for the championship. Karsmakers was allowed to ride with the number one plate he had earned in 1973 for the 1974 season but the citizenship ruling excluded him from earning points for the 1974 campaign.

Tick, tick, tock, tick. Another season in the old record book and it's October of 1974. The Pro Rules Committee gets together and a new eligibility rule emerges. What it says is that all riders competing primarily in North America with an AMA license who have established alien residency with U.S. Immigration will be eligible. Son of a gun. Why Pierre fits right in there. How lucky for Yamaha that Karsmakers can go for the number one plate again in 1975.

We asked the new President of the AMA, Terry Tiernan, how he felt about the situation. Since he's also Vice-President of the motorcycle division at Yamaha he had more than just a passing interest.

Surprise. Terry didn't like it when the Executive Committee barred non-citizens from the points race for 1974. At that time he hadn't yet become the AMA's President, a position he assumed early in 1974. Speaking for Yamaha, Tiernan said that they decided not to fight the change which rendered Karsmakers

Continued on page 87



MX PANTS, SHIRT AND SOX. 50 BUCKS

A special introductory offer to get you into Wheels of Man... thick, tough MX Rooster Tail pants, the cool VentShurt and matching MX socks... get it all for \$50. MX Rooster Tails are the pants you've heard about — double seat, double stitching plus they breathe in hot competition. The VentShurt is the quality vented MX shirt... 100% nylon which really stretches. The sox are those famous breathing Wheels of Man cycle sox. It's a big package... a big value to get you started on the right track.

Wheels of Man, Box 12, New Berlin, Wis. 53151
(Indicate color — also pants size and shirt size below. Sox are "fit all" stretch style.)

☐ **Red, White and Blue** — VentShurt, white body and red sleeves; MX Rooster Tails, blue with red and white trim and belt; Socks, red.

☐ **Yellow** — VentShurt, yellow sleeves and black body; MX Rooster Tails, yellow with black and white stripes and belt; Socks, yellow.

☐ **Green** — VentShurt, green body and white sleeves; MX Rooster Tails, green with white and black stripes and belt; Socks, white.

☐ **Red and Yellow** — VentShurt, red body and yellow sleeves; MX Rooster Tails, red with yellow and black stripes; Socks, yellow.

PANTS ☐ S (waist 28 to 30) ☐ M (32 to 34)
SIZE: ☐ L (36 to 38) ☐ XL (40 to 42)

SHIRT ☐ XS (30-32) ☐ L (42-44)
SIZE: ☐ S (34-36) ☐ XL (46-48)

☐ M (38-40)

Name

Address

City State Zip

Send \$50 (check or money order. No. CODs).

We pay freight. Wisconsin residents add 4%.

GET THE WHOLE STORY of Wheels of Man

quality in '75 catalog sent free with your order.

Or send \$1 — refunded on first order.

Products sold
direct to
cyclists and
through
Wheels of Man
dealers.



GET IT ON!



BIG DADDY RAT says:
"Wear Your Colors"

CATALOG
\$1

ORDER TODAY
YOUR 44 PAGE
CATALOG WITH 100'S
OF SHIRT DESIGNS
PLUS BIG DADDY
RAT'S BEAUTIFUL
BIKINI RATMATES



407-X



405-X



400-X



401-X



404-X



403-X



402-X



337-X



339-X



316



306



314



370



312



308



334



372



311-X



346



328



302



318



332



326



304



194



101



193



192

SUPER COLOR T-SHIRTS . . . \$5.00 ea.
with high crew neck band and breast
pocket - 100% cotton. Sizes S-M-L-XL
Colors: Tan - Yellow - Light Blue - Gold
Give 2nd and 3rd color choices.
WHITE T-SHIRTS . . . \$2.95 ea.
WHITE SWEATSHIRTS . . . \$4.50 ea.
Sizes 8-10-12-14-16 Adults S-M-L-XL
Design on both sides add . . . \$1.00

FREE RATTY RAG NEWSPAPER LOADED
WITH DESIGNS, ARTICLES AND
PICTURES OF CHOPPER BIKE
WINNERS. SEND 25¢ PP. + HLG

ORDER FROM STORE NEAREST YOU

RAT'S HOLE 801 MAIN DB-ST.
DAYTONA BCH., FLA.
OR 3025 LAS VEGAS DB BLVD. SO.
LAS VEGAS, NEVADA 89109

Orders Under \$10.00 Add 50¢ For Postage

HOLE SHOT

by

BRUCE CURRIE



Photo by Bruce Colwell

JUST WHO IS IN CHARGE?

The sudden explosion of motocross participation here in the midwest brought with it several new problems.

The major problem seems to be the new brand of race promoter who has stepped in to fill the demand for more races and tracks. Suddenly drag strips, snowmobile raceways and ski hills thought they had the know-how to promote motocross races. Unfortunately in most cases they didn't, and the result was total chaos. When people without a motorcycle background tried to run races, a multitude of problems cropped up.

The quality of the track and facilities was usually the major problem. Most of the new tracks were unimaginative, too narrow, and had no provision for dust control. Motocross is no fun when you can't see three feet in front of you, and riding blind on a ten-foot-wide track can tend to be dangerous. Many of these new creations didn't include jumps or any other demanding obstacles to provide interest. Usually the major challenge provided by these "new brand" tracks was to your kidneys and your rear shocks. The big question was

Continued on page 25

THE GREAT AMERICAN PRO MOTOCROSS PANTS

BW

**BILL
WALTERS
LEATHERS,
INC.**

445 South Victory Boulevard
Burbank, California 91502

LEATHER Top
grade 3 oz. cow-
hide—the finest
available in 15
beautiful colors.

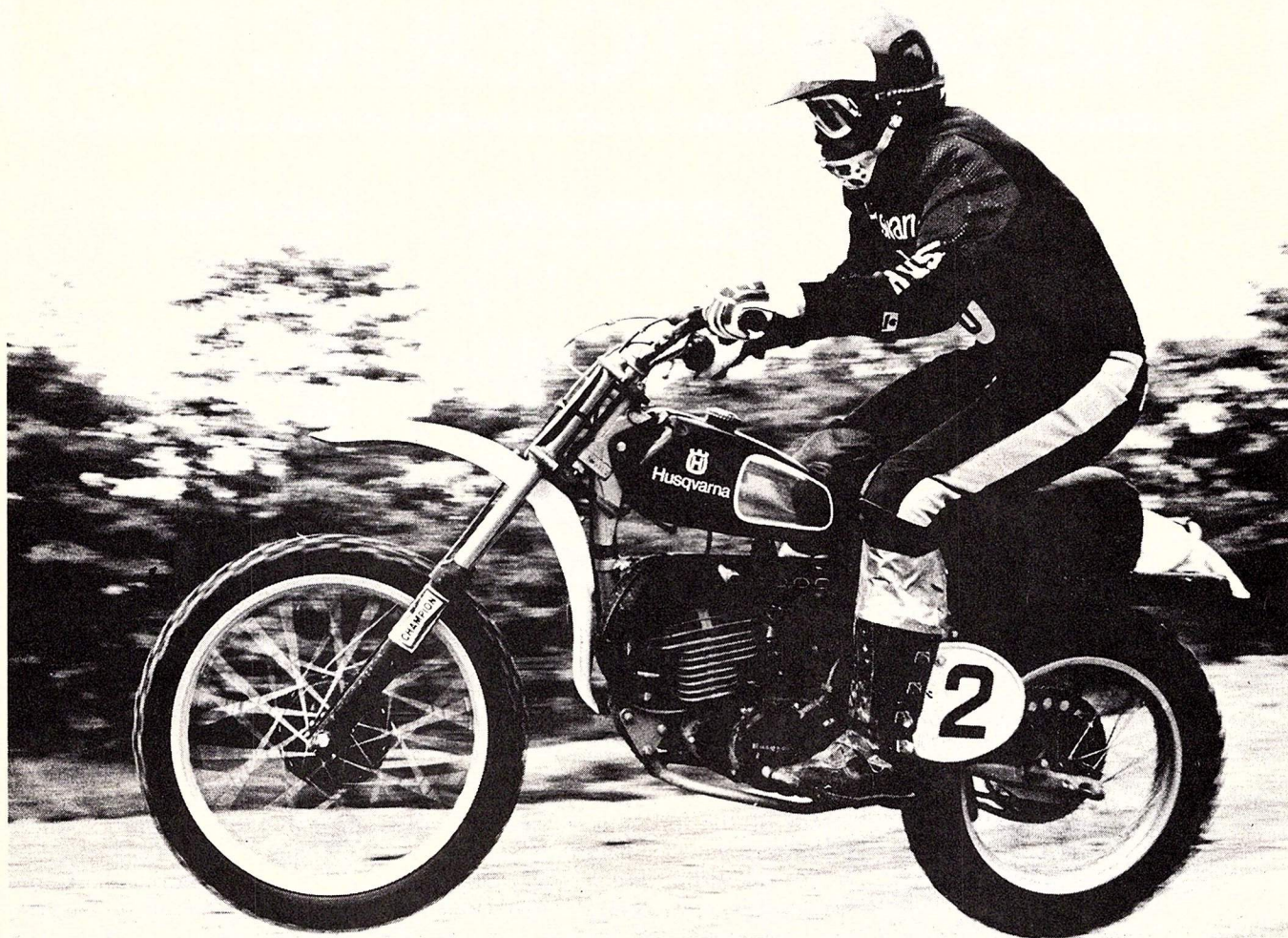
LINING 40 denier
nylon tricot—tear
resistant yet very
pliable and com-
fortable.

PADDING Hip and
knee pads are a
special high densi-
ty polyfoam. GP
style has plastic
knee cups backed
with felt pads.

THREAD All seams
double stitched for
double strength
with nylon thread.

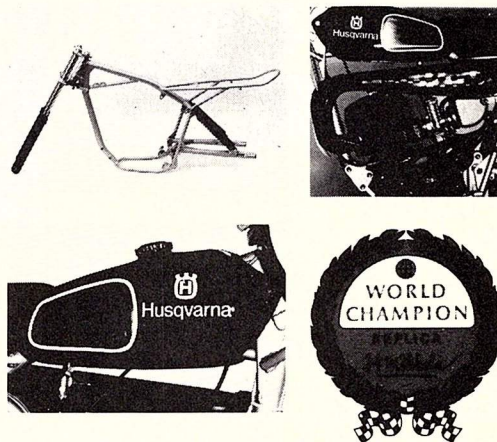


**PRO STRIPE
IS 3" WIDE**



World Champion!

Direct from the GP tracks of Europe, the 1975 Husqvarna 360 CR. Super strong magnesium engine with reed valve, radial head and tuned exhaust. No extras to buy, this one already has an alloy tank, Magura levers, magnesium pressure cast lower fork legs, Girling gas shocks (manufactured to Husky's specs), Akront rims, padded saddle and much more. This bike was built to the same exact factory specifications as Heikki Mikkola's world championship GP machine. The whole package delivers at an even 212 pounds! Save money since the Husky 360 CR has all of the "good stuff" on it as standard equipment. See your dealer now and own a world champion.



Husqvarna

Husqvarna Motorcorp East/1906 Broadway, Lorain, Ohio 44052 
Husqvarna Motorcorp West/4935 Mercury, San Diego, California 92111

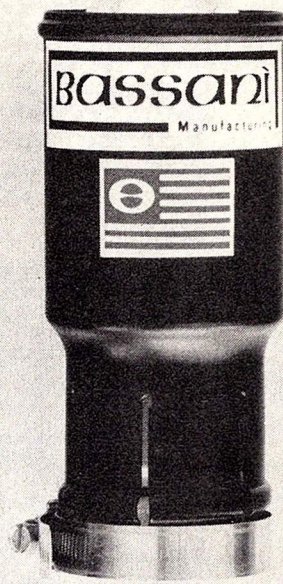
NEW PRODUCTS

Pertinent information about this feature: If you order something you saw here and you neglect to mention DIRT BIKE Magazine, the Post Office will catch you, put you in one of those big bags and mail you to Newberg, Oregon, where you'll be encased in plastic and sealed in a time capsule due to open in 2835 A.D. So there.



COLD HATS

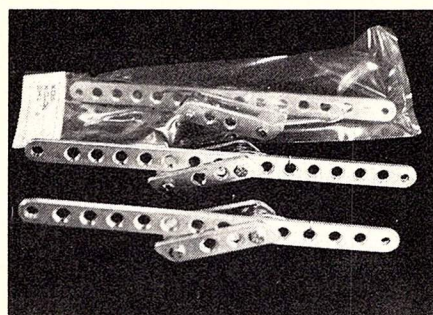
From the makers of the famous Hot Hats come the soon to be famous Cold Hats. A high-quality knit jobbie with color contrasting factory colors and a super Team Whatever-youwant patch affixed. Perfect for keeping your ears warm between races (very important for precision thought and maximum concentration). One size fits all. And, for all you leather freaks, the stroker, complete with Swiss embroidered emblem. For prices, you'll have to write: Sun Hat Co. Inc., 17835 Sky Park Circle, Suite A, Irvine, California 92707, or call (714) 557-9243.



CLAMP ON A SNUFFIT, SAVE A TREE

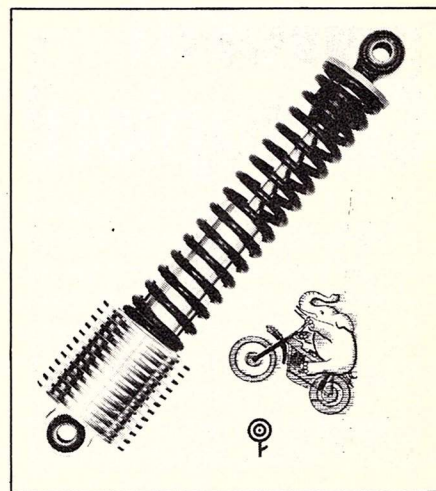
Any of you folks out there with a Bassani on your scooter and a hankerin' to go trail riding are in luck. They say Snuffit, the Ground Saver, will not cut power or restrict exhaust flow. It comes in three sizes and fits over the end of the silencer housing of any pipe built by the Quiet Bunch. Length is six inches. The

two-inch I.D. unit weighs 15 ounces, the 2¼-inch and 2½-inch I.D. models weigh 20 ounces. Comes with mounting hardware, instructions and guarantee for \$16.95. If you want to know anything more than that, you'll have to get ahold of Bassani Mfg., 3726 East Miraloma Ave., Anaheim, California 92806.



SPRING TENSION CHAIN TRICKERY

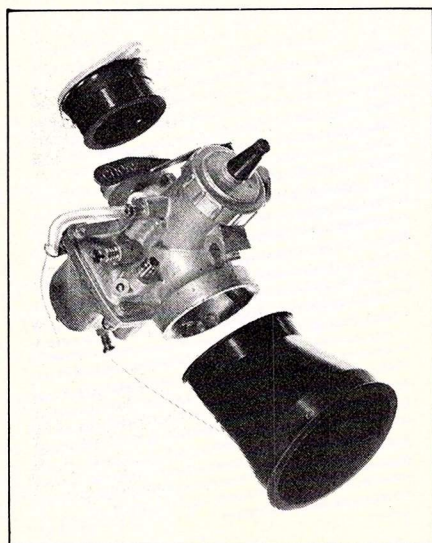
Here's a foxy little item that should make a world of difference for your chain. Plates and pins will not wear as much 'cause the sides are aluminum, the bottom edge will glide on a plastic roller instead of sawing across your swingarm. CZ black or red frame, or Maico, for \$19.95. Replacement spring, \$3, roller \$1, from The Moto-X Fox, 520 McGlinchy Lane, Cambell, California 95008; (408) 371-1221.



WILD ELEPHANTS TAMED BY SHOCK TREATMENT

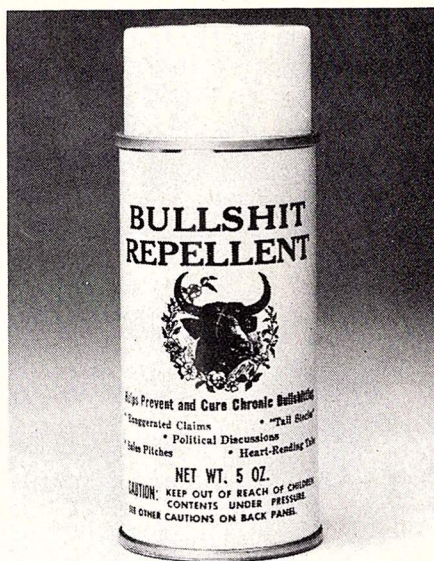
Just the thing for forward mounting your elephant, or for that matter, they should work equally as well on a gazelle. These are basically the same as the regular Poppys except that the internal volume has

been increased from about 132cc to a claimed 145cc, and the cooling fin area is up to 58 square inches. We haven't measured them yet, but they should work at least 15 percent better than the older model (not that there was anything wrong with the old ones), providing that you don't have to take half the fins off to clear the chain. Available now completely assembled with Koni internals, Fortner silicone fluid, damping adjusted and shimmed in place for \$129.95. They come in 11.9, 12.4, 12.9 and 13.4-inch lengths. Shock body kits for Konis, including bodies, premeasured fluid (don't trust 'em) and instructions for \$64.95. For further info contact Poppy, 820 N. Hollywood Way, Burbank, California 91505; (213) 845-2641.



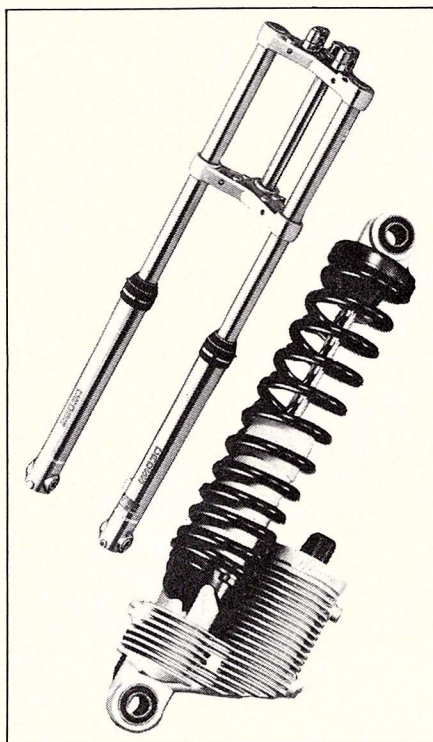
125 ELSIE/30mm MIKUNI KIT

If you read our dynamite baby Elsie tuning article in the December issue, you know how much you need a 30mm 'Kuni. If you were to ask the people at D&G how to get it all together, they'd certainly suggest that you pick up on their kit which includes the carb, a custom-designed one-piece rubber air boot and a slick intake manifold. With a ported and polished cylinder, this is probably the next best thing to going to a reed setup. The three-piece kit goes for \$44.95. Custom porting and polishing, a Twin Air filter and a torquer expansion chamber are just three other goodies recommended for use with the kit and available at D&G. For a dollar you can have the '75 D&G Book Of Tricks. Write D&G Performance Specialties, 1230 W. Collins, Orange, California 92667; (714) 639-7020.



NEXT BEST THING TO A SHOVEL

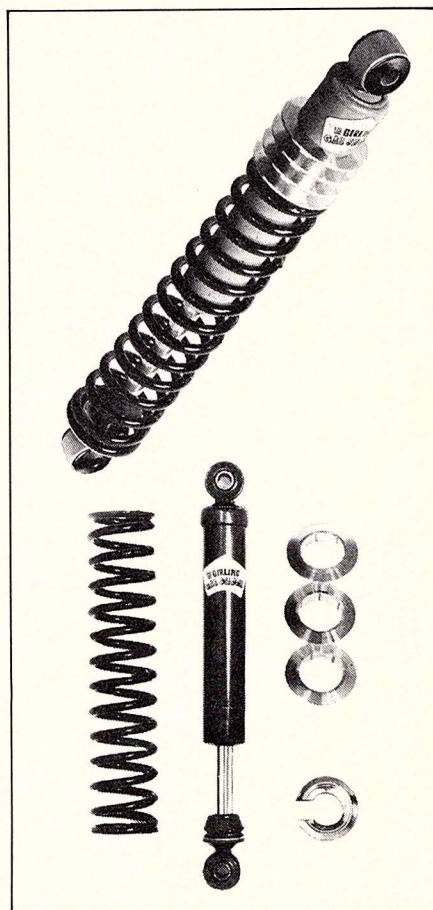
This handy little spray can contains enough juice to clear the air during even the most out-of-control bench racing and bullshit sessions, hillclimbs, canyon jumps, etc. Don't be confused, there's only one. Big River Bike Products, P.O. Box 4798, Panorama City, California 91412.



WHILE WE'RE AT IT

A complete line of Marzocchi forks and shock absorbers is now available. They have in the past supplied suspension for the Bultaco, Montesa, Puch, SWM, Kawasaki and Suzuki factory motocross teams (so they say). Marzocchi (say it, it makes your lips pucker) works

magnesium motocross forks are available in limited quantities, but they must have plenty of their famous gas shocks. Replacement parts, rebuilding kits, and optional springs, they've got it all. Contact Cosmopolitan Motors Inc., Hatboro, Pennsylvania 19040.



UPSIDE DOWN GASSIT

Girling, Britain's leading manufacturer of motorcycle suspension units that have, in the past, had a life span of approximately 25 minutes, has come up with a super shock that just might save them. These are the same dynamite units, or something very similar, as the ones on our latest test Husky, the 250 GP. If you read the test last month, you know how fine they are. Designed to be positioned with the bodies on the top and the shafts on the bottom, they cut unsprung weight by approximately 30 percent even with a beefed-up rod. Lengths of 300, 330 and 340mm (11.8, 13.0 and 13.4 inches) of course. Units to fit Jawa CZ, Husqvarna, Bultaco, KTM, Maico, Suzuki and Yamahas should be available now, with more on the way. For more and better dope, contact John Penton, Penton Imports Co., 3709 West Erie Ave., Lorain, Ohio 44053.



**WE ARE PROBABLY THE HOTTEST
CYCLE MAGAZINE AROUND...**

**...and for Dirt Bike Riders -
WE'RE TOPS!**

***Exclusive product evaluations
on the trick new bikes, dynamite
tech info to keep your bike running
and inside tips on how to improve
your riding technique.***

**Hey Man, how do you get along
without a subscription to
DIRT BIKE MAGAZINE?**

***You know, you can save
\$4.50 on a 12 issue
subscription
and ten bucks
on a 24 issue
subscription.***

DIRT BIKE MAGAZINE P.O. BOX 317 Encino, California 91316

Subscriptions outside the United States, its possessions and Canada, add \$2 for postage.

D5-4

☐ \$7.50 - 12 ISSUES

☐ \$14 - 24 ISSUES

☐ \$7.50 - 12 ISSUES

☐ \$14 - 24 ISSUES

NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

**SUBSCRIBE NOW
AND SAVE!
DON'T MISS A
SINGLE ISSUE.**

Only \$7.50 for 12 issues or \$14 for 24 issues. Beginning with the September 1975 issue, Dirt Bike subscriptions will cost \$9.00 for 12 issues and \$17 for 24 issues.

HOLESHOT *Continued from page 20*

how long it would take the four-foot whoop-de-dos to blow the seals in your shocks.

Lack of knowledge also created major mix-ups when it came to scoring. At one snowmobile-track-promoted MX I attended, they started to award trophies to people who DNFed the second moto. By their computations a DNF rated zero points. So a sixth and a DNF was six points and thus better than, say, a fourth and a fifth.

I feel the AMA was negligent in awarding sanctions to many of these promoters. Apparently the AMA just sells sanctions and never checks to see if safety standards are being maintained, or whether all regulations are being abided by. The worst example of safety violations I have ever seen was at another snowmobile-club-promoted MX. No ambulance was in attendance, and I observed a rider out on the track during practice in tennis shoes and riding without helmet! No one in control even made an attempt to get him off the track.

Later at another track a badly injured rider lay on the track for several laps while the race continued. Then when action was finally taken, the race wasn't stopped. Instead, the ambulance was sent out while the race was running! As a consequence several riders came around a corner and nearly plowed into the ambulance.

Along with the new promoter came a new philosophy on trophying. Back two or three years ago when mainly cycle clubs sponsored races, they trophyed a decent percentage and the trophies were something you were proud to take home. The new promoters who are in racing to make a buck have changed this. Suddenly five or six cheap plastic trophies are enough, no matter what size the field. Several times last summer, I recall classes of 70 or more 125s fighting for six or seven trophies. When 63 or 64 riders are going home empty-handed, that's an awful lot of unhappy riders. It's reached the point in some areas that if you're racing for trophies you might as well quit and take up bowling. Because the old women bowling down at the local alley are bringing home bigger and better trophies than riders with five to ten thousand dollars invested

Continued on page 86

"A HOT BIKE NEEDS A COOL SHOCK: THE RED WING JUMBO."

DON CASTRO
AMA GRAND NATIONAL
EXPERT RIDER

"Off-road competition can overheat and aerate shock oil. And when that happens, the oil (and shock) loses hydraulic capacity. Red Wing's KM-X Jumbo shock never loses. It holds just about double the oil of ordinary shocks (more oil, less heat buildup). And its finned, aluminum-alloy body dissipates what little heat buildup there is. I can even use Jumbos forward mounted in my set-up. Just another winner from the Red Wing System."

**When it comes to performance,
you can't beat The System.**



Dealers: For free Ride Guide, write to:
Red Wing Group-MAC, 42nd Floor
200 Park Ave., New York, N.Y. 10017
In Canada: P.O. Box 906, Sarnia, Ont.



AKRONT ALLOY RIMS A Rim That Doesn't Ream Your Wallet

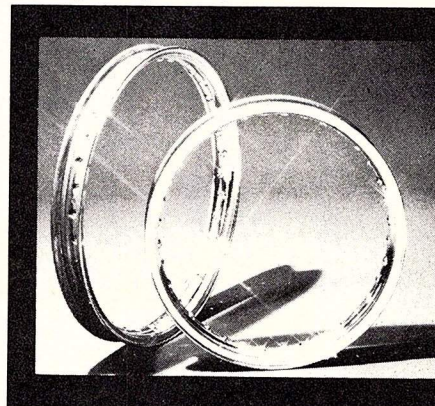
Winning may mean everything to you, but why spend more than is necessary for a rim that helps you win? After all, money's important, too.

For the most part, there are two rims on the market that are superior to any others for dirt riding conditions. Both offer virtually identical features. Like:

- Lightweight aluminum alloy construction
- No ridge to fill with mud
- Heat-treated for increased tensile and proof stress
- Deep knurling to prevent tire slippage
- Flash-butt welding for rigidity at weld points

All the important factors compare. Except the price. Akront Alloy Rims are priced from \$22 to \$36. Is it necessary to spend up to \$50 for a rim with the same technology as Akront?

That's the question many pros, experienced dirt riders and accessory dealers are asking right now. We're sure there'll be some changes made.



WM-0	16 to 19 in.	\$22.00
WM-1	16 to 19 in.	30.00
WM-2	16 to 19 in.	30.00
WM-3	16 to 19 in.	30.00
WM1 & WM2	21 in.	30.00
WM 3.5 Harley Type	16 in.	32.00
WM 4 1/2 Offset Rim	16 in.	32.00
WM1, 40 Hole		
Speedway Type Drilled	23 in.	36.00

(When ordering, please specify year, model and make)
Dealer Inquiries Invited

Ask your dealer or write: Dept. DB

AKRONT NORTH AMERICAN

P.O. Box 2307
Anaheim, Ca. 92804

MUST READING!

What happens inside, when you run a different lubricant in each cylinder of the same engine . . . Klotz in one cylinder and the leading petroleum product in the other? The differences will astound you.

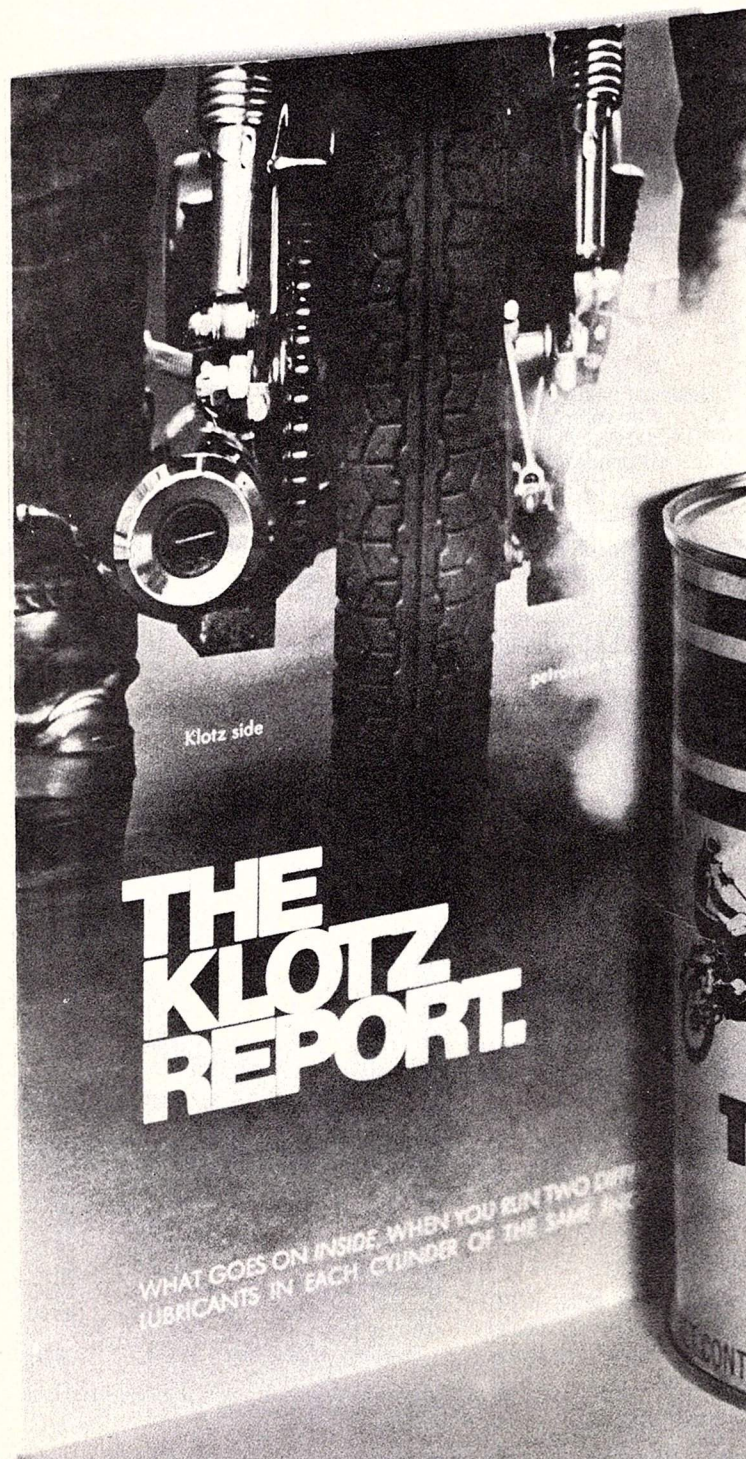
Get "The Klotz Report." Read all about it. See your Klotz dealer for free copies. Or write us direct. Please include 25¢ to cover cost of postage and handling and we'll also send along our brochure on the whole Klotz family of products. But be forewarned, you may never want to run a "cheapie" oil again.

Dealer inquiries are welcome.

Klotz Special Formula
Products, Inc.

P.O. Box 1343 Dept. DB45
Ft. Wayne, Indiana 46801

KLOTZ™
POWER TO GO



WHAT'LL THEY THINK OF NEXT?



Why is this man smiling? Because he's Bob Wills and he's breaking all the motorcycle jump records in the world.



Cheating? Of course he's cheating. Would DB have an article about it if he weren't?

KITE BIKE

by ULVIS ALBERTS



It's a 12-foot kite designed by Doug Malewicki and Rein Stolz. Wills built it himself. They figure an add-on hydrogen peroxide bottle will get the machine out to a 1000-foot jump.



At El Mirage, Wills broke Evel Knievel's 129-foot record 18 times; Super Joe Einhorn's 144-foot record 14 times and Bob Gill's 171-foot record four times. A dust storm ended the testing with a 200-foot jump. Then Wills went out and jumped with his girl friend on the back.

RIDIN' WITH THE WONDER DOG

Bow-wow is foo foo. Arf? That's probably George rolling down the hill at Hangtown. A hearty wroof, wroof. That's close. Actually it's a bit more like grrrowwwwl if you peek your head inside John McCown's camper. But when he's ridin' Kookie forgets all that proprietary stuff. Doesn't make a sound. Just lets it all hang out. Particularly his tail. In your face.

Everybody knows Kookie, the Wonder Dog. He even gives interviews. Sometimes. Or he growls at you, but that's better than having him chew on your pants. Ever since some dude stepped on him in the pits and broke his leg he's been keepin' a careful eye on things.

So there you are. Firing up John's Ossa SDR. Next thing you know there's this dog aboard, panting, all charged up and ready to go. John points out Kookie's preferred riding stance. Here's the hot skinny for gas tank struttin'. Kookie assumes a soldier's stance, his body angled off to the left at about ten o'clock. Occasionally he rests his right rear paw on your right thigh to accommodate his slanted stance. Funny thing is, that ol' claw hangs on even as you go up and down on the pegs. Best thing to do is just forget it, it takes care of itself.

Obviously Kookie isn't a one man dog when it comes to riding. Put him near an idling bike and he isn't that particular about who he's navigating. Kookie actually does read the terrain, relaxing or hanging on as things develop.

Guest riders have commented: I sure wouldn't want to ride Barstow to Vegas with him up there. Well, it does take a bit of adjustment. Deft body English moves are somewhat inhibited by what seems like 40 pounds of rear end up under your nose. And you're really concerned about Kookie being able to hang on. So you putt off on easy ground and dad gum, he's jes' fine. OK, fellow, could you lower your butt a little? Thanks. Oh, oh. Here comes a ledge, gotta stand up. But he has his paw on my thigh. He's gonna get pitched over the bars. Forgive me, John. Whaaa-uupp! Still there, ol' fellow. How 'bout that. Guess you know what you're doin'. Ah, whoop-dies. How do we handle this? Just like always. Get off the saddle and



Kookie and John have finished the last four Barstow to Vegas races.

The paws that refreshes

JOHN AND KOOKIE'S OSSA SDR by LEN WEED





Not shown is Kookie's number plate, 83½ Expert. It used to be K9.

gas it. Wipe that grin off your face, mutt. I'm goin' as fast as I can. You wanna turn the throttle? OK, fellow, let's try this jump here. Dig those claws in. Here weeee goooooooo. Alright! Yes, riding with Kookie is a pow-arf-all experience.

It doesn't take long to lose your concern for him once you discover he's right with the program. Nobody twisted his . . . er, paw. He goes riding 'cause he wants to. Motocross would be kind of interesting, sliding up on a tank, shoving Kookie toward the triple clamps. John doesn't ride MX because of the risk to Kookie if he fell off in a corner with 600 machines running tight on his heels.

Kookie's been easing off lately, seein' as how he's 12. But he's not ready to hang it up yet. Using the handy seven-year multiplier, that figures out to 84 on the human life scale. How many octogenarians do you know who still ride the Barstow to Vegas, an event John and Kookie have finished the last four years running now. John, who is no kid himself now at 47, has been grooming Kookie's son, KJ, to take



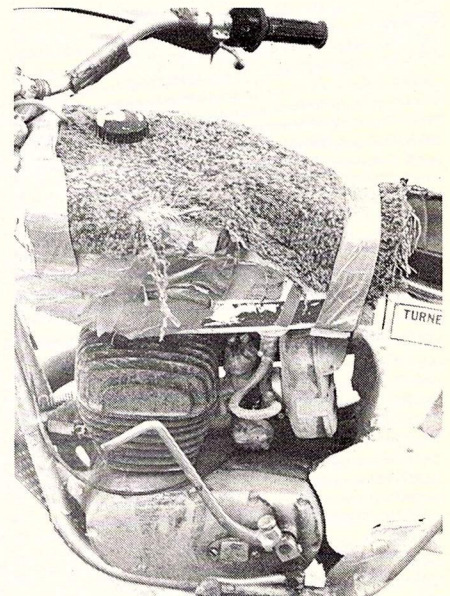
Dog's eye view.

his place and let his old man slide into the pipe and slippers routine, lying around the house reading Canine News and watching Alpo commercials on TV. Actually, since John is a butcher, Kookie has always had a top-notch diet of fresh raw meat. Secret of his success, that and a lot of enthusiasm.

Things aren't like they used to be. A few years ago John and Kookie used to go riding almost every afternoon. He was a Puch pooch then. But civilization closed in and it's weekends only now. This makes it rough on KJ's apprenticeship. Kookie actually rode with John for seven years before trying his first race, the Barstow to Vegas in 1970, at age 56 (or eight, depending on

how you look at it). KJ is coming along, but John doesn't know if he will be a howling success.

John believes in fate. When he decided to mate Kookie he had pick of the litter and took KJ. The rest of the dogs were raffled off for the benefit of Rescue Three. John reports that every other male pup is only about half the size of KJ, who matches his father's 40 pounds.

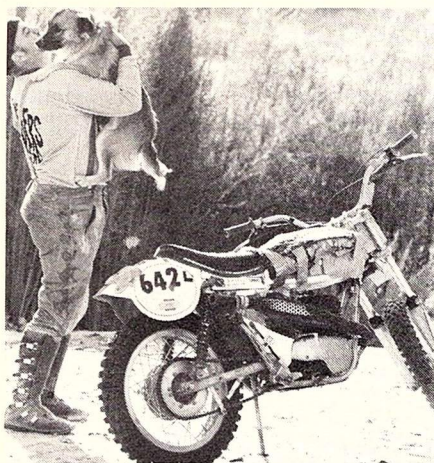


Kookie's office.

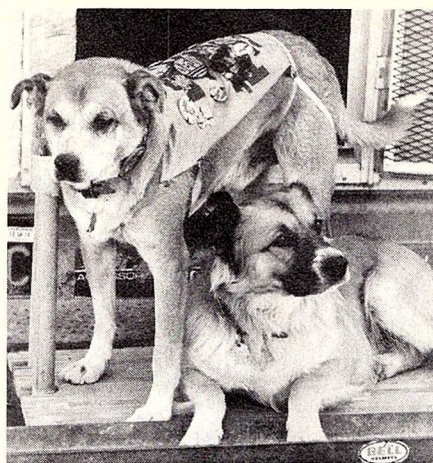
Back in June of 1973 Yankee Motors approached John about getting off his 400 Husky and trying a ride on a 175 Ossa SDR. John decided it might be time to get out of the big bore class and start mixing it up with the 175s and 125s.

Before turning the bike over to John, Yankee had Willie Hockie (father of Danny Hockey, according to the 1975 DIRT BIKE Calendar) reshape the enduro machine a bit for flat-out desert racing. The exhaust was raised 1½ mm and they did the old clean and match routine. A 33mm IRZ was slipped on, replacing the 29 on the stocker. The lighting was removed and a Stiletto mag with pointless Motoplat ignition was bolted on. Tom Turner made up a special racing expansion chamber. Stiletto fork springs replaced the stock items and Honda oil seals dating back to the old Super Hawk were installed, part number 91255-273-000. (Milne stocks them under part number 35-47-10.)

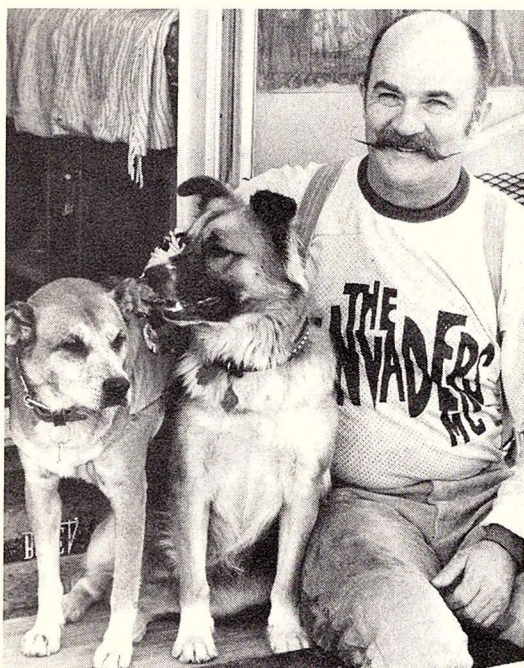
John had been running Curnutt shocks on his Husky and stayed with them. Curnutt specializes in custom



Forty pounds of puppy.



The old man and the heir apparent, KJ.



KJ is 11 years younger than Kookie. Mrs. Kookie didn't make photo session.



Ol' desert veteran, Kookie, knows better than to jump just because somebody snaps their fingers.

assembly of long travel shocks for the particular rider/bike combination. John's Curnutts have five inches of travel in the shock itself. A quick ride through the whoopdies and you understand why they are popular with a lot of desert riders.

Desert tires were installed. John runs a 3.50 Cheng Shin up front on a DID rim. A Petty Mini Muder fends off frontal glop.

Right now John's running a wide profile 3.50x18 six-ply nylon Bridgestone out back and he's getting good wear out of it. The stocker comes with a 4.50, but even 4.00 rubber would bottom out because of the long travel Curnutts.

The Wheel Clinic, 7561 Industrial Way, Stanton, California (714) 893-1766 came up with a lighter front wheel setup for John.

A pair of high-rise Malcolm Smith aluminum J-bars with Oury grips provide navigational assistance.

There's a Circle Industries 46-tooth out back. John runs 11/46 gearing.

The stock gas tank is fine. John gets good gas mileage. The only problem John has had with the bike during the past year and a half is attributable to the fiberglass gas tank. Particles stuffed up the petcock enough to cause a seizure soon after he first started running the bike. No problems since, though a can of Pro-Tech Tank Sealant is a good idea for any fiberglass tank.

John is still running the same clutch and transmission, still getting first kick starts and hasn't had any engine problems at all.

Like most desert runners John has his own preference for take-along tools and parts. He carries vise grips attached to the swingarm, a spare throttle cable taped where the light used to be, a crescent wrench and a master link.

John told us a 175 Yamaha will pull him a little through the gears but his SDR will blow them off at the top, and that's pulling John's 200 pounds and Kookie's 40. He likes the chassis geometry. The engine has good low end deep sand grunt, an Ossa byword. What's that? Oh yeah. Thanks, Kookie. We forgot to mention that in deep sand John has six legs aboard for dog paddling.

Here are some addresses if you're interested in turning your own SDR into a genuine John McCown and Kookie Speedy Desert Racer Replica. Hockie's Motorcycles is located at 22025 S. Figueroa, Carson, California 90745; (213) 328-1242. Tom Turner can be found at 8052 East Rosecrans, Paramount, California 90723; (213) 531-1619. Charles Curnutt's address is 75992 Baseline, Twenty Nine Palms, California 92277; (714) 367-9179. The address for Educational Activities, Inc. is P.O. Box 392, Freeport, New York 11520. No, they don't work on bikes but they do sell *Kookie, the Motorcycle Racing Dog*. It's an all-color, high-interest, low-vocabulary book at about fourth grade level that schools or libraries might be interested in. Coming soon: *Kookie Rides Again*.

Almost forgot about the carpeting for the gas tank. Foam under it, duct tape around it, and it's always green. The motor car types are superstitious about that color, but John wouldn't have any other. Says it's good luck. And besides, Kookie picked it out.

Since you people have expressed some interest in sending us your "Course of the Month" ratings — and a lot more interest in knowing what we've managed to learn about motocross courses in the U.S., we're going to start sending back some information. This month we'll pick on Michigan. Next month — who

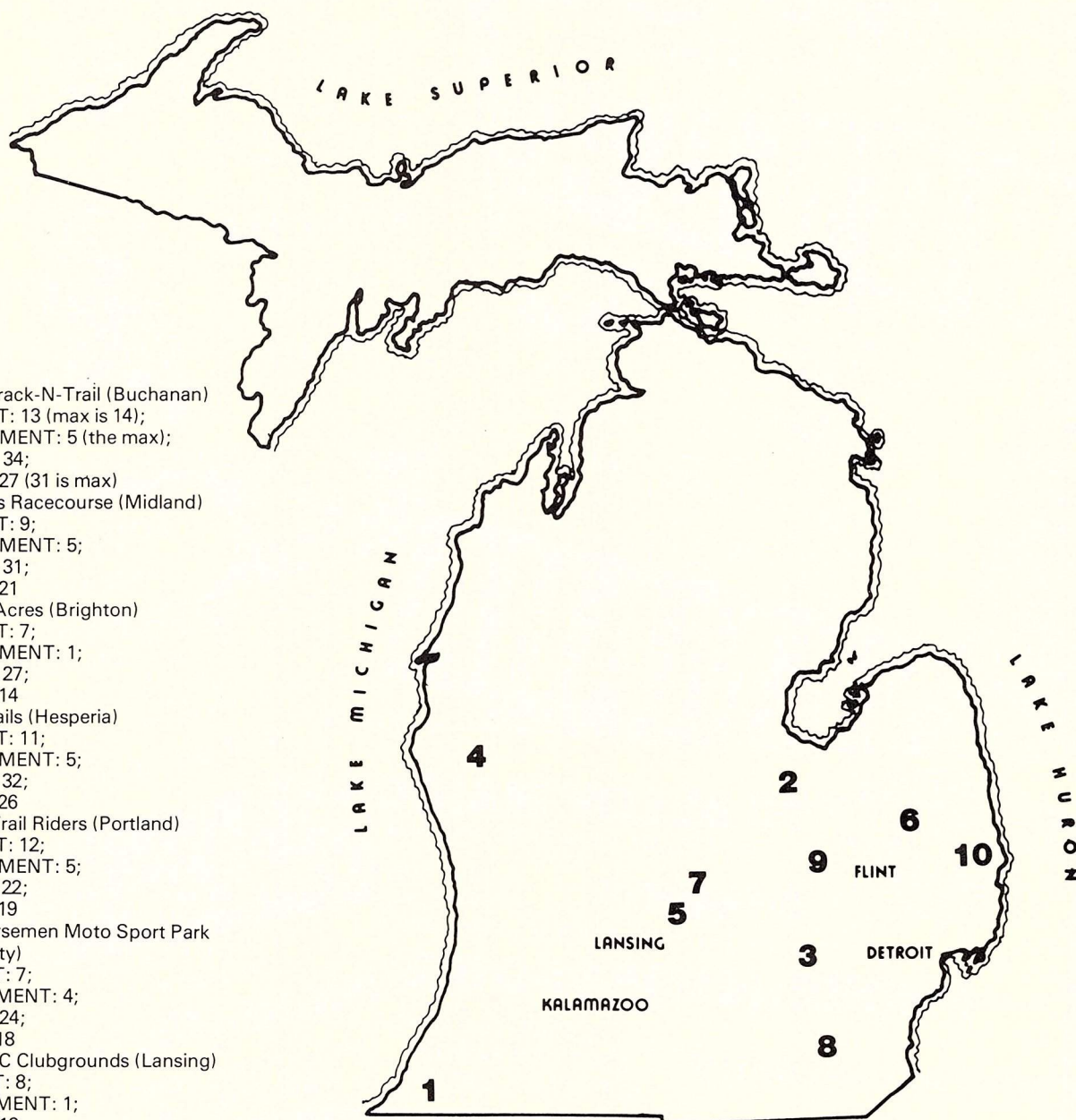
knows? Maybe Iowa. (Iowa?) Here're the names of the tracks, the closest towns, and an average of the ratings that have been sent in.

Don't bother to write in now and tell us: A, we missed the best track in Michigan; B, one of these is closed now; C, that rotten place doesn't deserve the rating they got; D, two

of these tracks are closed now; E, all of the above.

Because if *you* had sent in your rating, we would have known better. But it's not too late. Send it in now and we'll try to keep things up to date. 'Course, it's hard to read the ones with all the pizza sauce sticking them together.

- 1 Redbud Track-N-Trail (Buchanan)
COMFORT: 13 (max is 14);
MANAGEMENT: 5 (the max);
LAYOUT: 34;
SAFETY: 27 (31 is max)
- 2 Polka Dots Racecourse (Midland)
COMFORT: 9;
MANAGEMENT: 5;
LAYOUT: 31;
SAFETY: 21
- 3 Mustang Acres (Brighton)
COMFORT: 7;
MANAGEMENT: 1;
LAYOUT: 27;
SAFETY: 14
- 4 Beaver Trails (Hesperia)
COMFORT: 11;
MANAGEMENT: 5;
LAYOUT: 32;
SAFETY: 26
- 5 Portland Trail Riders (Portland)
COMFORT: 12;
MANAGEMENT: 5;
LAYOUT: 22;
SAFETY: 19
- 6 Flying Horsemen Moto Sport Park
(Brown City)
COMFORT: 7;
MANAGEMENT: 4;
LAYOUT: 24;
SAFETY: 18
- 7 Lansing MC Clubgrounds (Lansing)
COMFORT: 8;
MANAGEMENT: 1;
LAYOUT: 12;
SAFETY: 1
- 8 Victor Park (Milan)
COMFORT: 6;
MANAGEMENT: 5;
LAYOUT: 1;
SAFETY: 18
- 9 Baha Acres (Flint)
COMFORT: 3;
MANAGEMENT: 5;
LAYOUT: 17;
SAFETY: 17
- 10 T-N-T (Port Huron)
COMFORT: 6;
MANAGEMENT: 5;
LAYOUT: 15;
SAFETY: 17



WHERE TO GO MXing IN MICHIGAN



YAMAHA

Bob Arnolds
Cycle Stop

Parts
Service
Accessories

Financing -
Insurance



532-3140

4351 East 14th St.

(Near High St.)

Oakland

HONDA

SANTA CLARA HONDA
Authorized Sales & Service

YAMAHA & HONDA
PARTS & ACCESSORIES
HONDA POWER PRODUCT
OUTBOARD MOTORS
INSURANCE

ALWAYS OVER 100 NEW MOTORCYCLES IN STOCK

SALES
243-7146

PARTS
243-5466

SERVICE
243-7940

REVOLVING CHARGE ACCOUNT AVAILABLE
MOST MAJOR CREDIT CARDS ACCEPTED

4902 STEVENS CREEK BLVD - 4 Bks from Hwy 280 & Lawrence Expwy. SAN JOSE

YAMAHA



75 ALLOY MAICOS

WITH ALLOY RIMS, TANK, AND HUB

\$1498⁰⁰

LIMITED OFFER ONLY

PLUS SET UP &
FREIGHT, TAX
AND DMV

PHONE: (415) 841-0192

WILL SHIP ANYWHERE

CAMPUS SUZUKI
2403 SAN PABLO
BERKELEY, CALIF.

Carmichael

HONDA

ONE OF CALIFORNIA'S LARGEST VOLUME MOTORCYCLE DEALERS

SALES - NEW & USED
★ MINIMIZE GAS COST - MAXIMIZE FUN
★ LARGE ACC. DEPT.

MOTORCYCLE • MONTESSA
INSURANCE • CAN-AM

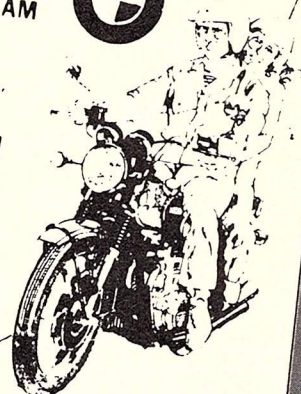


HONDA AUTOS
ROTOILLERS - GENERATORS
"IF IT'S HONDA...WE HAVE IT!"

CALL
SALES HOTLINE
944-1318

SERVICE
944-1344

PARTS
944-1673



7837 FAIR OAKS BLVD. (EAST OF MANZANITA) CARMICHAEL



SOUTH CITY HONDA

HONDA GENERATORS & ENGINES
SALES - SERVICE - PARTS - ACCESSORIES
★ SERVICE ON ALL MODELS BY EXPERT MECHANICS
★ ONE OF THE LARGEST STOCKS OF PARTS IN NO CALIF
★ ONE OF NO CALIF'S LARGEST HONDA DEALERS

FREE RIDING INSTRUCTIONS FOR BEGINNERS
FINANCING AVAILABLE
ON APPROVAL

CALL
422-6454

Large Sale Open Area
6922 FRANKLIN BLVD
Postal Zip Code 95823
SOUTH SACRAMENTO

CONCORD YAMAHA

WILL NOT BE UNDERSOLD
ON ANY YAMAHA MX

PHONE: (415) 798-2580

1891 MARKET - CORNER OF WILLOW
PASS ROAD AND MARKET

100 REASONS TO BUY MOTORCYCLE INSURANCE

QUICKSAND CRASHES THIEVES AVALANCHE TORNADO ACT OF GOD ACT OF THE DEVIL MINESHAFT
MONGO THING GODZILLA MIGHTY JOE YOUNG HOLES MUD SNOW FLOODS FIRES MACK TRUCKS
PETERBILT TRUCKS THE BLOB LEFT TURNS ININATTENTION SAN ANDREAS FAULT THE PLAGUE CHOO
CHOO TRAINS COW DEERS PIGS BUGS TELEPHONE POLES RAIN GROOVES LOOSE SCREWS CADILLACS
GRIM REAPERS WORN TIRES TIRED EYES ROAD VANDALISM CHARLIE MANSON FALLING SKY
VOLCANOES CREATURE FROM THE BLACK LAGOON VIOLENCE CHAOS CREVICE ARMADILLOS
SLIPPERY WHEN WET OR FROSTY FALLING ROCK FALLING BOULDER DOWNHILLS UPHILLS ALUMINUM
WEAVILS ABANDONMENT RED LIGHT GREEN LIGHT AMBER LIGHT BANANA PEEL NO ROOM ON THE
ARK IRATE ELEPHANTS CURVE SOFT SHOULDER DRUNKS DRAW BRIDGES JELLO BRIDGES KUNG FU

1 Reason to buy SCJ Insurance → LOW COST



Looking for the
**LOWEST COST
MOTORCYCLE
INSURANCE**
available?

SCJ INSURANCE SERVICES
can offer you savings from 10% to 30%.

**ALL MOTORCYCLES ARE ACCEPTABLE.
COVERAGE IS EFFECTIVE IMMEDIATELY.**
from California

CALL COLLECT (415) 462-3811

or send in today for more information. There is no obligation.

SCJ Insurance Services
347 St. Mary St.
Pleasanton, CA 94566

YES, I AM INTERESTED IN YOUR LOW COST MOTORCYCLE INSURANCE.

STREET BIKE

☐

DIRT BIKE

☐

Name: _____

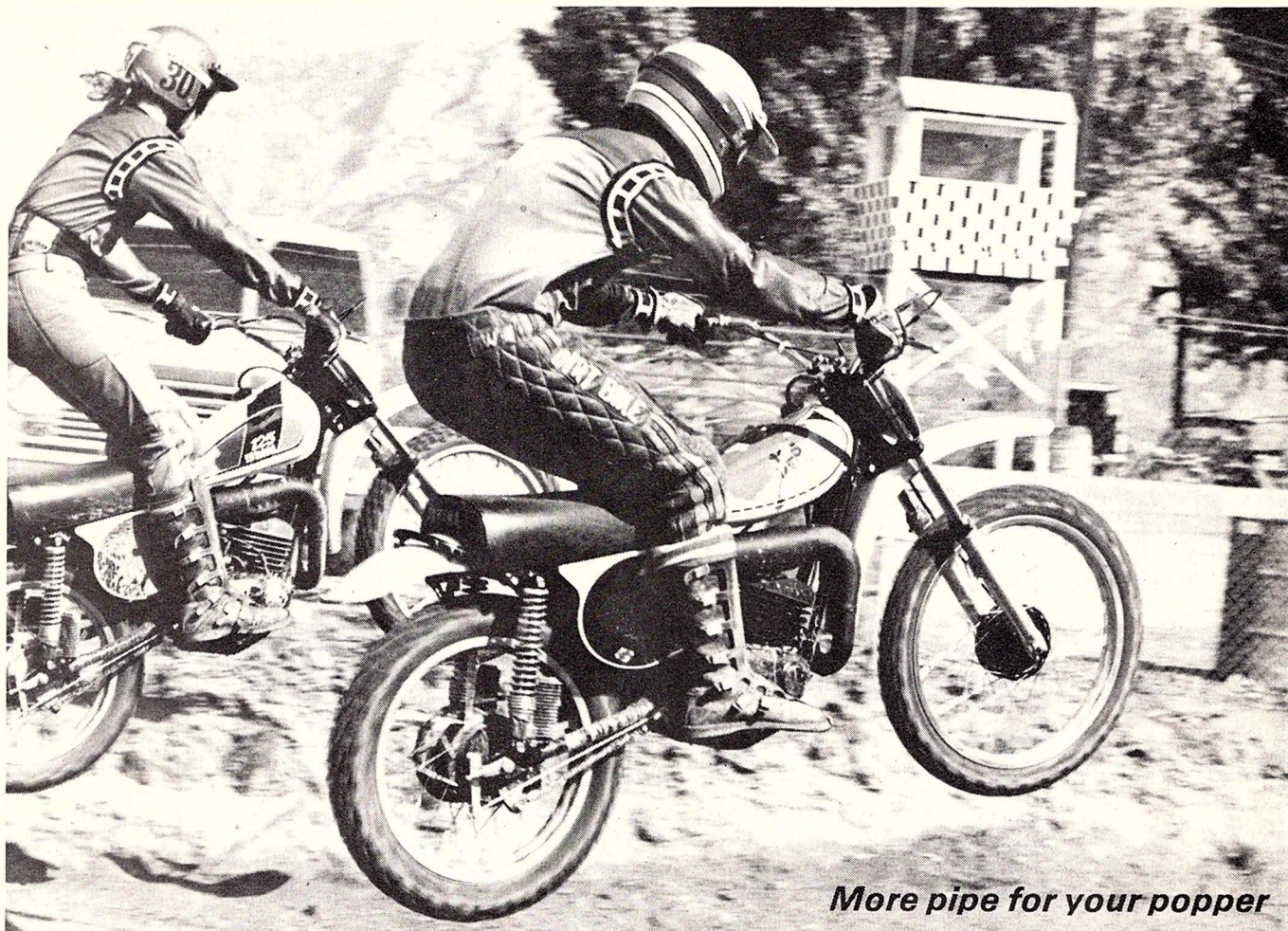
Address: _____ Home Phone: _____

City, State, Zip Code: _____

Type of Motorcycle: _____ Model: _____ cc: _____

My present insurance is with: _____ my annual premiums: _____

My present policy expires on (date): _____



More pipe for your popper

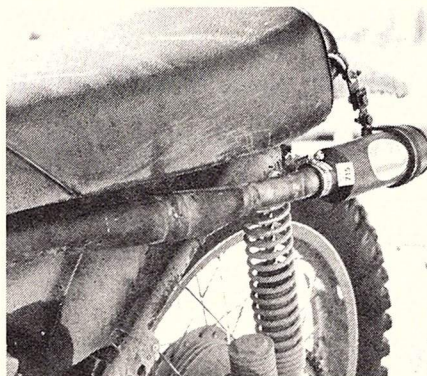
YAMAFIX

YZ & MX HOP-UP

by CHET HEYBERGER

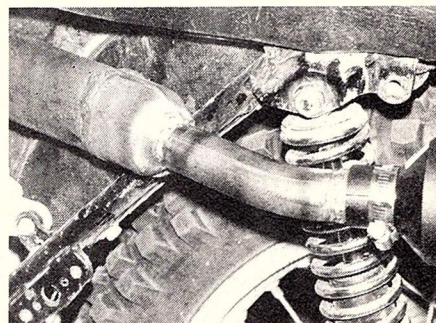
The 125 class is super competitive. Small differences make for big position changes when you're trying to pull horsepower out of a combustion chamber the size of a coffee cup. And one place the 125 Yamahas — either YZ or MX — give it away to the CRs is in the exhaust system. The factory unit delivers less than is in there. Like trying to run a 100-meter dash with a finger stuck up your nose. Bad for the bike's owner, bad for all of us, because a little hacksawing makes more power and a lot more noise.

So we slipped over to Skyway, the silencer and pipe people, struck up a conversation, and then casually mentioned the problem. They did a little quick work on the tail end of the powerplants and gave them back.



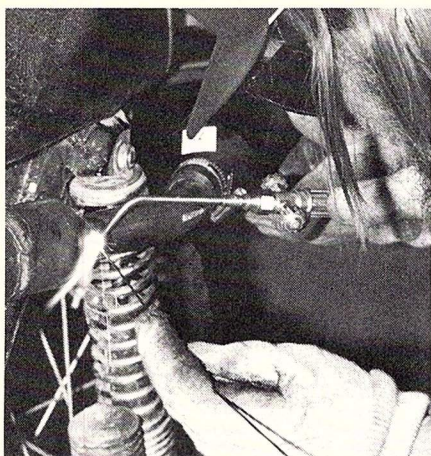
With the job done, the new pipe still fits in the same space as the stocker.

The first test ride was impressive. The MX was suddenly a wheelie machine, and the YZ let you stretch the wire enough to do those neat slide-n-wheelie numbers through a couple of the turns. So we went out

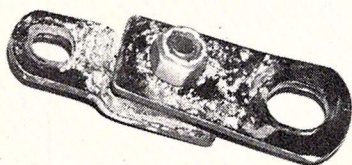


Both bikes benefited, but it's hard to say which gained more. The YZ became competitive — power-wise, and the MX is easier to ride after the fix.

later to meet the CR head-on the next testing day. Yep, it still won, but it didn't have it so easy anymore. The mods are definitely worth it. About three to five horsepower worth it, by our seat-of-the-leathers



About five bucks' worth of welding is required and the directions are explicit about what goes where.

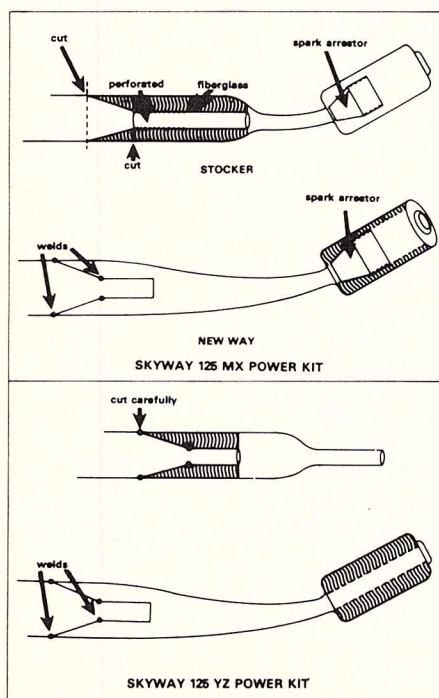


Hot setup for those rubber-cushioned brackets is to drill them through and use a bolt. Just tighten enough that the locknut won't loosen and it'll still cushion, without going south.

estimations.

What you're buying with one of these Skyway kits is a new silencer, a new stinger, and an outer chamber tube that makes the whole thing work. And all the hardware you need for mounting, of course.

What you've got to do is cut in two places and then weld in two places. It takes an hour or so; that's



all. Honest. If you do your own welding. Shouldn't cost more than a buck or so elsewhere.

And what you're getting is more horsepower with about the same or less noise (depending on whether you invest in the Super Silencer). More importantly, the bike will be more rideable. You'll have better throttle response and you get out of the corners quicker. The secret to the 125 class. Now all you need is a Number 1 Products TrickKit in the forks and a little shock work.

DATA

Skyway's address is Skyway Recreational Products, 12300 Gladstone Ave., San Fernando, California

91342.

Your choices are: Skyway Power Kit w/Competition Silencer, \$21.95; or Power Kit w/Comp Silencer and Spark Arrestor, \$31.95; or Power Kit w/Super Silencer and Spark Arrestor, \$39.95.

If it's trail riding or enduros, best spend \$31.95 for the spark arrester. If you love the sport and you ride around people who don't, please buy the Super Silencer; it's even street-legal quiet in most states.

If you only race on tracks and you don't mind a downpipe, you should consider the bolt-on Skyway Hot Tip pipe at \$69.95.

All this stuff is good for '74 and '75 100 MXers and 125 YZs and MXers. •

OUR "BATE" KEEPS IT TIGHT.



- Patented aircraft type cam operated buckle allows for quick and easy operation.
- Double thickness, wear & weather resistant nylon webbing with 4500 pound break strength.
- Electrostatically applied vinyl-coated hooks prevent marring of chrome or painted surfaces.
- Serrated tooth cam-buckle will not allow strap to vibrate loose during operation, regardless of road conditions or terrain.

Send \$1.00 for catalog, Dept. DB-375

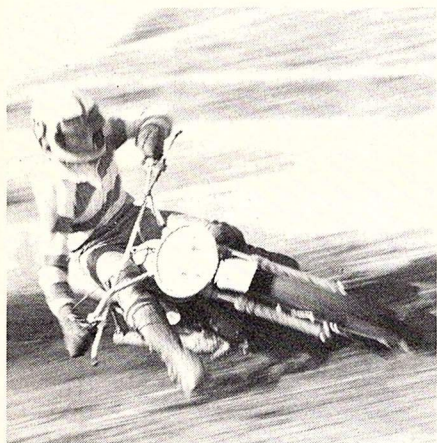
ANERA
MOTORCYCLE ACCESSORIES • P.O. BOX 891 EL SEGUNDO, CA 90245



100 MX SHOOTOUT



Zeal and Bobby shooting out.



Zeal still has another foot before the Hodie bars burrow in.

In one corner, the Yamaha MX100B. In the other, the Hodaka Super Rat. Yeah, but where's the Suzuki TM100? Good question. Maybe, someday, the test bike will show up.

Let's take a quick look at what's new on the 1975 versions. First, the Yamaha. Paint. White tank this year with black and orange trim. Minor modifications on the crank for better fit. Leaner main jet.

How about the Super Rat? It's a new bike replacing the old Super Rat. Pabatto dropped the ball and didn't come up with a new name for it, but maybe they shot their wad

*Screamin'
White Zonker
Meets Race Rodent*

HODAKA SUPER RAT

VS.

YAMAHA MX100B

by
the Staff of DIRT BIKE

dreaming up Thunderdog for their new 250. Or maybe they just like the Super Rat monicker. Does kind of grab you.

Anyway, the new Super Rat is a blue-frame, orange-tank and fender Super Combat with smallerfications. Different cylinder, head, and carb.



Even 100s can throw a lot of dirt.

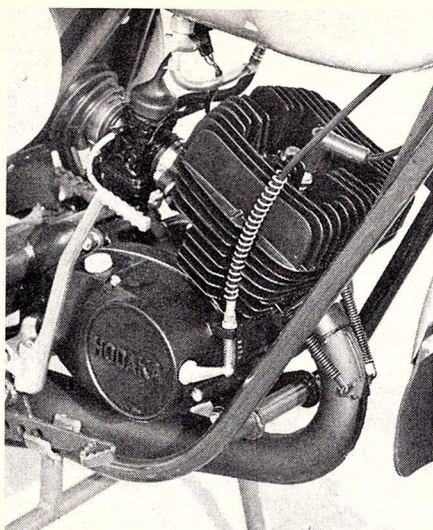
The Rat's mixer is reeded, unlike the Combat's.

SPECTATING WHILE THE BIKES
ARE STAGNATING BESIDE
THE TRUCK

Frames. Double loop mild steel for both. Yamaha built a smaller frame for their hundred. Hodaka uses their 125 frame.

Wheels. Steel for the Yamaha and DID alloy for the Hodie. Both shoulderless.

Rubber. Different spokes for different folks. Up front, 2.75x19 (yes, 19) Yokohama for the Yam. The Super Rat uses 3.00x21 Nittos.



Hot setups for Hodakas mentioned in December apply, but Hodaka warns that they are not responsible if you blow everything up with these mods.

The Yamaha uses a 3.00x18 out back while the Hodaka uses a 3.50x18.

Kill buttons, left side, on both bikes.

Rear brakes on both are rod-operated.

Footpegs on both are looped, serrated, spring loaded and folding.

Pipes. Both have internal silencers. The Yamahammer also has an approved spark arrestor for trail riding. The Hodarodent's downpipe does not have a bash plate. Ground clearance is a little over seven inches. The Yazoo has two inches more ground clearance.

Fenders. Plastic for both bikes.

Tank. Steel for both bikes. The Yellowstone holds 1.6 gallons. The Hellzapoppin holds an even two.

Countershaft sprocket changing. Case is split on the Yenta so you don't have to pop the cover off the flywheel. You gotta do that with the Heddison.

Shocks. Both bikes have things bolted on at the rear. The Harvey's shocks have large alloy bodies with cooling fins. There are two top mounting positions, one at the bottom just in front of the axle. The Yorba Linda has the ever ubiquitous Thermal Phase Flows mounted in the traditional as-far-back-as-possible position.

Engines. Little screamin' boogers. Both of 'em. Hereford elected the perfectly square 50 x 50mm configuration that computes out to 98cc. Compression ratio is 8.0 to 1. The Yardley uses a 52 x 45.6 bore and stroke that yields 97cc. Compression is 8.3 to 1. Carburetion is by Mikuni



Chet got his race face on.



Scintillating Hopetown action shot.

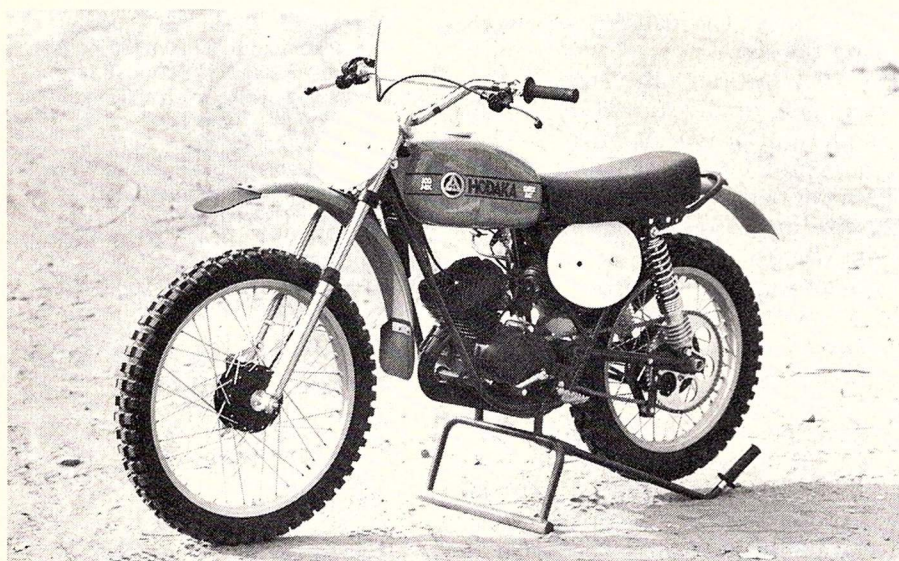
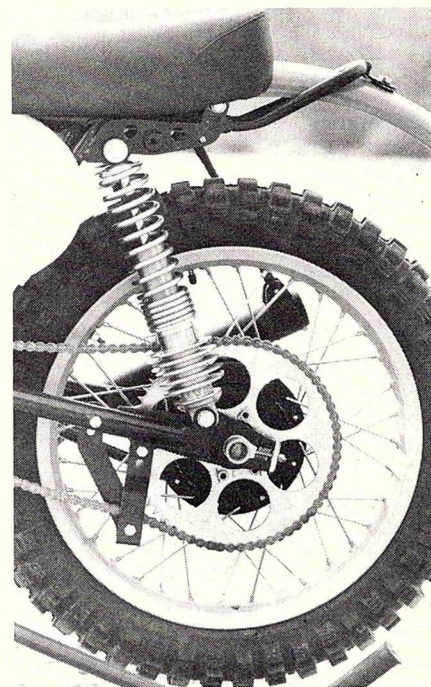
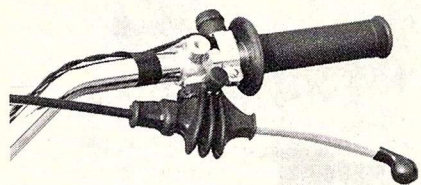
for both. The Super Rodent crams two millimeters more fire power into the fray with a 28mm number. Both use reed valve induction. The Hodcarrier has an alumiferrous fusion process cylinder.

Gearing. Both use 14 on the counter. The Mellow Yellow has 52 out back. The Harding has 12 more.

Transmissions. Both have five-

speed boxes. The Yorty ratios are: 2.83, 1.88, 1.37, 1.09 and 0.96. The Hindenburg ratios are: 2.90, 2.00, 1.50, 1.29 and 1.17.

Ignition. Both kinds. Flywheel magneto with points for the Japanese bike. CDI rotor for the other Japanese bike, the one that comes down via Oregon where everyone runs around in blue and orange



jumpsuits, chasing elves in the woods and dreaming up weird model names.

Air filtration. Oily foam for both. To service the Hodahaki remove two bolts from each side panel and release two tension springs and you got it. For the Yardbird, twist the Dzus fastener on the right side to remove the panel. Then peel off the

rubber cover held in place with grease and twirl the wing nut that releases the filter. Only it's not that easy.

Fuel. Air mostly. Some gasoline. The Harvard uses pre-mix, the Yale uses pre-mix and oil injection.

Parking. Kickstand for the Yippee. Fancy racing stand for the Hodgekiss which comes with the bike at no

additional charge. The stand is too small to be used for 400 CZs, by the way.

Warranty. None. Pabatco will stand behind obvious defects although they don't put it in writing.

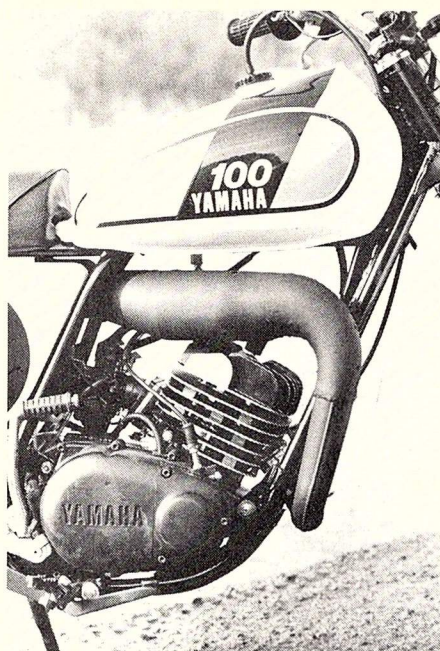
Cost. Suggested retail on the Hodie, \$995. The Yams fluctuate around \$786.

COMPARING THINGS WHILE THE BIKES ARE KAZOOMING, WHOOMFING, AND SPINNING THEIR GUTS OUT AROUND THE TRACK.

Let's put the summation here. For racing, the Hodaka got the nod. Polling our panel of impartial judges, we got such scores as 59/41, 60/40 and 65/35 in favor of the blue and orange racer. It's a bad year for white maybe? Several riders said they thought the Rat handled better than the Combat even though the frames and suspension are supposed to be identical. Even the small guys like Bobby and Zeal thought the Yam was too small. Expressions like *it's a stunted motorcycle* or *it's like a toy*

HODAKA 100 SUPER RAT

PRICE: (retail, approx.) \$985 East Coast,
\$995 West Coast
ENGINE TYPE: Two-stroke, reed valve,
single cylinder
DISPLACEMENT: 98cc
BORE & STROKE: 50mm x 50mm
COMPRESSION RATIO: 8.0:1
CARBURETION: 28mm Mikuni VM28SC
HP @ RPM: No figure claimed
CLUTCH: Wet, multi-plate
PRIMARY DRIVE: Gear, 2.81:1
TRANSMISSION RATIOS:
1) 2.90:1
2) 2.00:1
3) 1.50:1
4) 1.29:1
5) 1.17:1
FINAL DRIVE: 428 Daido chain
(4.57 ratio)
14-tooth countershaft
64-tooth rear sprocket
AIR FILTRATION: Oiled foam
ELECTRICAL SYSTEM: Rotor CDI
LUBRICATION: Pre-mix 20:1
RECOMMENDED FUEL: Premium
RECOMMENDED OIL: None specified
FUEL CAPACITY: 7.5 liters (2.0 gallons)
FRAME: Mild steel, double loop
SUSPENSION: 15.4cm travel (6 inches)
9.0cm travel (3.5 inches) Kayaba;
measured at the rear axle
WHEELS & SPOKES: DID alloy,
shoulderless
TIRES:
3.00x21 Nitto knobby
3.50x18 Nitto knobby
DIMENSIONS:
Wheelbase: 132.9cm (51.8 inches)
52.4 claimed
Clearance: 18.7cm (7.3 inches)
Seat height: 82.1cm (32.0 inches)
Handlebar width: 90.6cm (35.3 inches)
Weight: 93.4kg (206 pounds);
weighed with oil and one gallon of gas
42.2% on front wheel
57.8% on rear wheel
BRAKES: Cable-operated drum, front
Rod-operated drum, rear
INSTRUMENTS: None
LIGHTS: None
SILENCER: Internal
SPARK ARRESTOR: No
PRIMARY KICK: No
WARRANTY:
None, will stand behind
obvious defects
PARTS PRICES:
Piston assembly: \$21.92 (incl. pin)
Rings: \$4.64 (chromed)
Clutch cable: \$4.70
Cylinder: \$88.23
Shift lever: \$5.05
Brake pedal: \$9.38
Clutch lever: \$2.28



Said the Yamaha was a lot of fun to ride but he wouldn't want to race it. Suggested changes were a fork kit, laydown Boges and strengthening the swingarm to reduce the flex. The Yamaha has steel fork sliders. That means the Number One Products kit won't work.

Everybody picked the Yamaha for trail riding though, because of its wider, come-on-lower powerband and wider tranny ratios. The Hodie is more the typical hundred. Scream the hell out of it 'cause the power's all on the top.

Both bikes ran fairly clean. The Yam's plug finally started to give up the ghost after two months.

Surprise! The Yamaha rear brake wasn't as bad as most. It didn't want to seize up as soon as applied. The front brake got the nod as the stronger stopper. We broke two Rat brake levers, the result of mild getoffs.

The Hodaka was easier to shift but getting it off the line wasn't as easy. The clutch has an on/off quality that puts the damper on slipping-type activities. Result. Lots of wheelie poppin!

Let's talk about dirt. The Rat had some dirt problems. Crud got into the rear brake, diminishing its performance. Those who had ridden it when it worked couldn't figure out why later riders were so down on it 'til they took a second turn. Mud made its way into the air box, through the filter and into the carb, making for rather ratty Rat performance. The mud also caked up around the countershaft sprocket, to

YAMAHA MX100B

PRICE: (retail, approx.) \$786
ENGINE TYPE: Two-stroke, reed valve,
single
DISPLACEMENT: 97cc
BORE & STROKE: 52mm x 45.6mm
COMPRESSION RATIO: 8.3:1
CARBURETION: 26mm VM 26SC Mikuni
HP @ RPM: No figure claimed
CLUTCH: Multi-plate, wet
PRIMARY DRIVE: 3.894:1 helical gear
TRANSMISSION RATIOS:
1) 2.83:1
2) 1.88:1
3) 1.37:1
4) 1.09:1
5) 0.96:1
FINAL DRIVE: DID 428
14-tooth countershaft
52-tooth rear sprocket
AIR FILTRATION: Oiled foam
ELECTRICAL SYSTEM:
Flywheel magneto
LUBRICATION: Yamalube injection and
30:1 pre-mix
RECOMMENDED FUEL: Premium
RECOMMENDED OIL: Shell Super M,
Castrol R-30, Pentolube RX700
FUEL CAPACITY: 6.018 liters
(1.59 gallons)
FRAME: Double cradle, mild steel
SUSPENSION: Yamaha forks
14.5cm travel (5.6 inches)
Yamaha Thermal Phase 9.9cm travel
(3.8 inches); measured at the rear axle
WHEELS & SPOKES: Steel
TIRES: 2.75x19 Yokohama knobby
3.00x18 Yokohama knobby
DIMENSIONS:
Wheelbase: 130.3cm (50.8 inches)
Clearance: 23.3cm (9.1 inches)
Seat height: 79.3cm (30.9 inches)
Handlebar width: 87.2cm (34 inches)
Weight: 88.0kg (194 pounds);
weighed with oil and one gallon of gas
41.2% on front wheel
58.8% on rear wheel
BRAKES: Cable-operated drum, front
Rod-operated drum, rear
INSTRUMENTS: None
LIGHTS: None
SILENCER: Yes
SPARK ARRESTOR: Yes, approved
PRIMARY KICK: Yes
WARRANTY: None
PARTS PRICES:
Piston assembly: \$11.78
(incl. pin and circlips)
Rings: \$4.84
Clutch cable: \$3.08
Cylinder: \$54.38
Shift lever: \$3.88
Brake pedal: \$5.28
Clutch lever: \$3.20

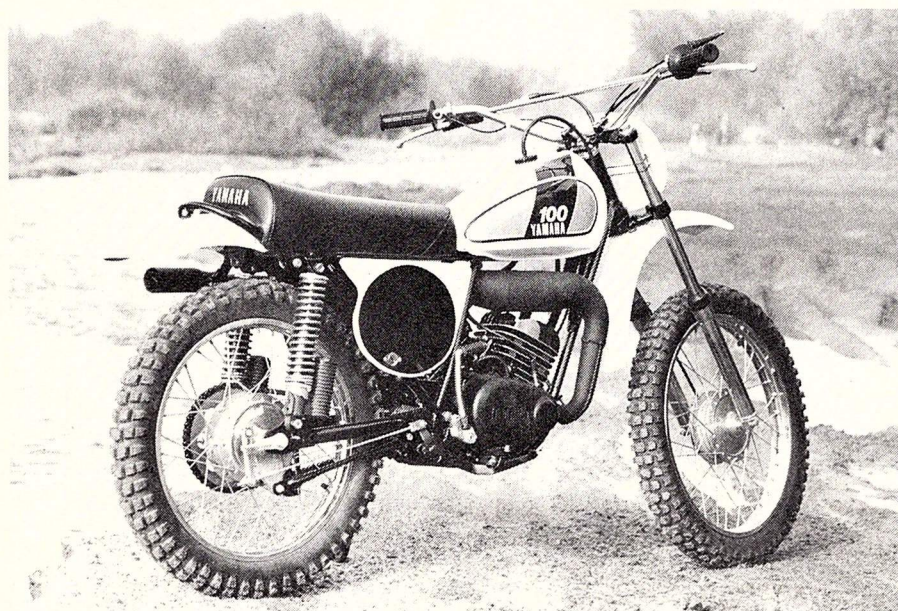
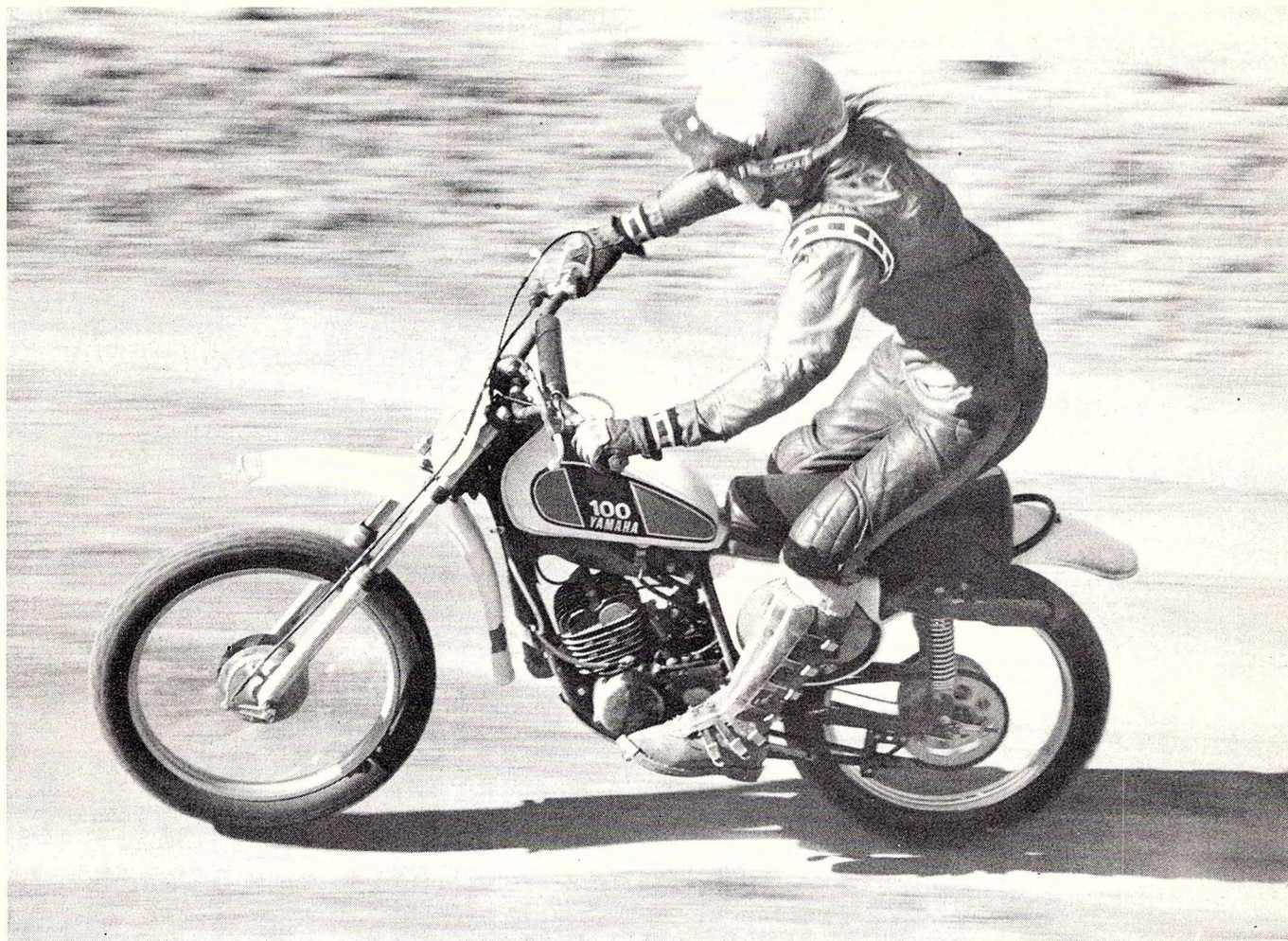
the point that it hardly wanted to turn at all.

The smaller front wheel on the Yammer adds to the feeling of smallness. In turns it tends to want to drop into holes more so than a 21. Zeal mentioned he really had to watch out for the hook bumps, whatever they are. Chet says they look like waves. Len wanted to

spewed forth from the back of the mighty DB Yellow Van as the Commissar nailed the pedal to the floor. Riders moving up from 80cc minicycles will probably fit better on the smaller Yamaha.

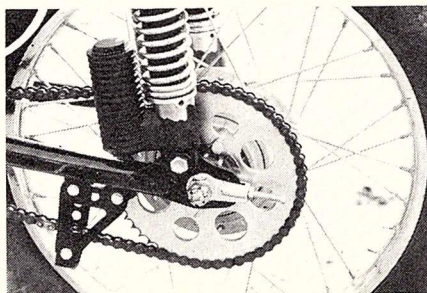
Billy Barlow, he of "hey, that dude's gonna bite his tongue off" notoriety from last November's cover, rode the bikes at Saddleback.





know if you can windsurf hook-bumps. George just kept on truckin'. Anyway, the front suspension, in need of help, and the smaller wheel make for boingy behavior out front.

We received the Yamaha a couple of months earlier than the other bikes . . . er bike, the Suzuki never did show up. It got a good workout. Zeal raced it at Hopetown and came



in eighth Amateur. The only change we made was slipping on a pair of 12.9-inch Konis and some of Preston's grips and covering it all over with blue tape, plus the all-too-common change of fork oil. Zeal said the Konis worked super, the rear end didn't kick up and try to buck him off like the stock shocks delight in doing. He said the forks beat his arms something fierce, though. The stock engine was able to pull some of the trick bikes running in the 100 class at Hopetown. At first he felt the Yam had more power than the Rat, but then he wasn't so sure. We didn't dyno them, but seat of the leathers picked the Hodaka by a slim but not unanimous margin.

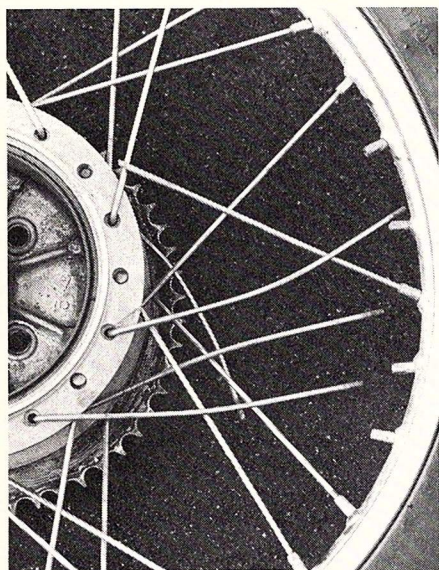
The Rat turns like the Combat. It'll give you change back from the dime you're turning on. Keep those r's up and do the old billiard ball number scooting from berm to berm. No berms? Doesn't matter too much. Square it. Cube it, if you have a mind to. Things start getting busy on the longer straights, particularly if they're seriously bumpy, but on the tight courses just twist it and tour. Our big bore

specialist, George, rode both bikes at Saddleback on a day that the track looked like nobody had touched it since they laid Ferdinand von Zeppelin to rest in 1917. Pure rutted concrete. Takes about two days, actually. Conclusion. The Hodaka has no suspension, but the Yamaha has less.

BITS & PIECES

Hodaka has baaad black hubs. Dazzling.

Both bikes have rubber dust



What you see here happened about an hour after tightening all spokes.

covers fitted to the hand levers.

Dual fuel petcocks for the Hodie.

The Hodaka has several handy nipples for easy access greasing.

The Yamaha has 12 rubber bushings fitted between the fins to cut down on noise.

Primary cover on the Hodie is from the old 90s. Pabatco likes to boast that nothing gets outdated when you buy their machines.

No rim locks on the Yamaha wheels.

Less than an hour after tightening all the spokes on the Yamaha one of our riders loosened them up enough to break a couple and pull several others out of their nipples.

Hodaka will share hop-up info with owners. Contact Jim Gentry at Pabatco, P.O. Box 327, Athena, Oregon 97813.

SUMMATION

We've already said it. We'd pick the Hodaka for racing and the Yamaha for cowtrailing. The Hodie suspension is better. While it doesn't

pull as low as the Yamaha, it just feels more like a racer. Both are fun little bikes, run 'em wide open and feel like you're flyin'. The absence of at least comparable suspension on the MX100B just makes things too unpleasant.

We had the Yamaha for quite some time and it held up well, another reason why we picked it as the better cowtrailer. Typical Yamaha put-gas-and-oil-in-it-and-ride type behavior.

If you're really set on getting a Yamaha, you might want to wait for

the '76. It's supposed to be a monoshocker and most likely will be available before the year's end.

If you're hot to pop for a racer right now we'd recommend the Hodaka over the Yamaha. Or you can wait and see if that Suzuki TM100 test bike ever shows up. Indian has a 100 too. Some guys are sleeving down the Elsinores. (D&G and J&B have kits we know nothing about.) There may be a CR100 next year, rumors have it. Where does it all end? What's a fellow to do? Get somethin' and gas it, that's what. ☛

NOW...CUSTOM CYCLE INSTRUMENTATION FROM VDO

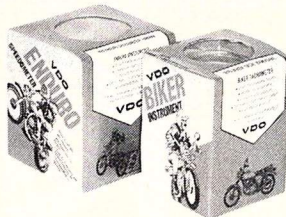


Enduro Speedo

The VDO Enduro is designed for off-road riding where accuracy is important. 3 1/2" diameter, it includes an odometer and resettable trip counter which reads in tenths, settable forward and backward. It's housed in a rugged black case with lighting.

Biker Tach & Speedo

For road riding, VDO has the Biker models — tachometer & speedometer. Both are 2 3/4" diameter, chrome plated for a truly custom look. The Biker Speedo with odometer reads to 160 mph, the Tach to 12,000 rpm. Bold, beautiful and lighted, install them individually or as a pair.



Calibrated and packaged by cycle brand and model. Custom fit cables available for easy hook-up to factory hubs.

VDO
First in Quality
...Worldwide

World famous VDO brings you custom cycle instrumentation that sets a whole new dimension in looks and performance. The Biker instruments are ideal for early custom modifications to your cycle. And what a great pair of instruments for cafe racers and chopper builders. For off-road performance, the ruggedly built VDO Enduro Speedometer has demand features that measure up to your most challenging riding needs.

VDO instruments have a strong warranty. Further, each VDO instrument can be re-calibrated by any of our 48 authorized service centers should you want to retain them for your next bike. Get it all together now with these precision instruments from Germany... VDO.

Get them at your favorite cycle dealer now — or send one dollar for catalog.

VDO INSTRUMENTS
Cycle Division, 116 Victor, Detroit, Mi. 48203
or 6109 Lankershim Blvd., N. Hollywood, CA 91606



Tractoring through Potosi's frosty muck. (Brian D. Palormo photo)

Count 'em; 3525 Miles, On Time

KING RICHARD

by the Staff of DIRT BIKE

'74 NATIONAL ENDURO PICTORIAL



If you do everything right, you come in on time at each check, rush to the finish, pop a wheelie, spin a doughnut, and get 30 points. Double points for two-dayers or events with more than 300 miles. Then the AMA tallies up your ten best rides. This man's ten best included nine outright wins. His name is Dick Burleson. His nickname is King Richard. It fits. (Brian D. Palormo)



Also practice mud riding. This is the Kaw Valley National. The Kansas state police came this year and pulled vehicle safety checks before the final checkpoint. Even the club's gas truck got stopped: "illegal gasoline transportation" or something like that. Jim Fortune of Webster City, Iowa (Iowa?), won with three points ahead of Gary Kelderman. (Dick Ainsworth, courtesy of *Checkered Flag News*)



The Little Harpeth, held in the middle of August and Tennessee; Wayne Danbert checks the time. Dick Burleson and Ron Bohn were tied going in. Bohn won when Dick left a check too early and lost ten points. (Brian D. Palormo)

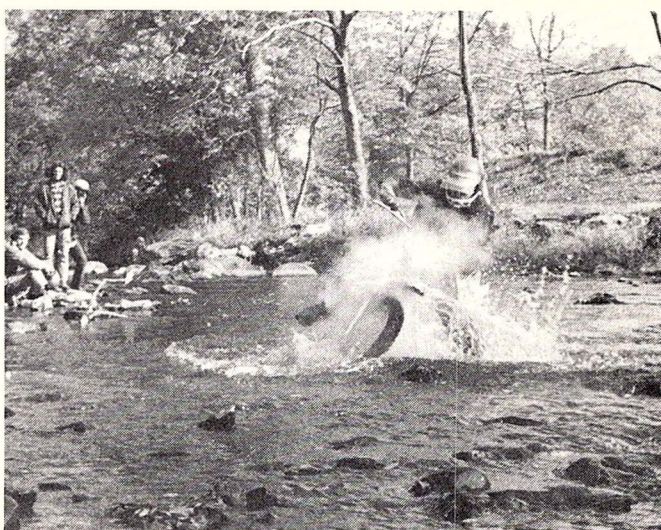


The enduro season stretches from March to December and from New England to California. Win one and be an A rider; win some more and be a regional champ, like Bob Fielding, New England's Grand Champion. Meanwhile, practice jumping logs like Bob is doing in Connecticut. (Bob Arnold, courtesy of *The New England Trail Rider*)



King Richard again; this time at the John Zink in Oklahoma. He clinched his title of National Enduro Champion with the win. The event is held on the John Zink Ranch — hence the name. Tom Penton was three points off in second place. (Jack B. Harwood)

Mud was a Harpeth feature, despite the heat of the season, when a downpour started 30 minutes after the event did. Still, 129 finished — out of 600 entered. (Brian D. Palormo)



Another National winner — Dan Young, checking in during the Twin States run in Kentucky. Dan won the Black Coal and the Alabama Gobbler Getter Nationals this year. (Brian D. Palormo)

You can work up a sweat, but usually you can find a way to cool off. During the Pachaug . . . (Bob Arnold) . . .



During the Kaw Valley . . . (Dick Ainsworth)



. . . During the Twin States . . . (Brian D. Palormo)



. . . During the Black Coal . . . (Brian D. Palormo)



. . . During the Little Harpeth . . . (Brian D. Palormo)



. . . During the John Zink . . . (Jack B. Harwood)



. . . Or even the Green Horn — though it's tougher in the California desert. (John Ulrich)



Tom Penton won the Cayuta in New York this year, just one of the four times either a Penton or a Penton won overall. (Brian D. Palormo)



If the name Burleson sounds familiar, it might be because you're remembering how well he did in the last four ISDTs, or it could even be that you recall that he was top American in the Trans-AMA in 1970. He was also National Number One in motocross that year. Now you know how he gets that King Richard title. (Jack B. Harwood)



Check out some of the stuff you have to ride on to become National Enduro Champion: bald hills . . . (Brian D. Palormo)

Continued



MONTESA

cappra 250 v75

For the pro MX-rider



U.S. DISTRIBUTOR / MONTESA MOTORS INC / 3657 BEVERLY BOULEVARD - LOS ANGELES, CA. 90004



... Desert ... (John Ulrich)



... Mud ... (Brian D. Palormo)



... Logs ... (Bob Arnold)



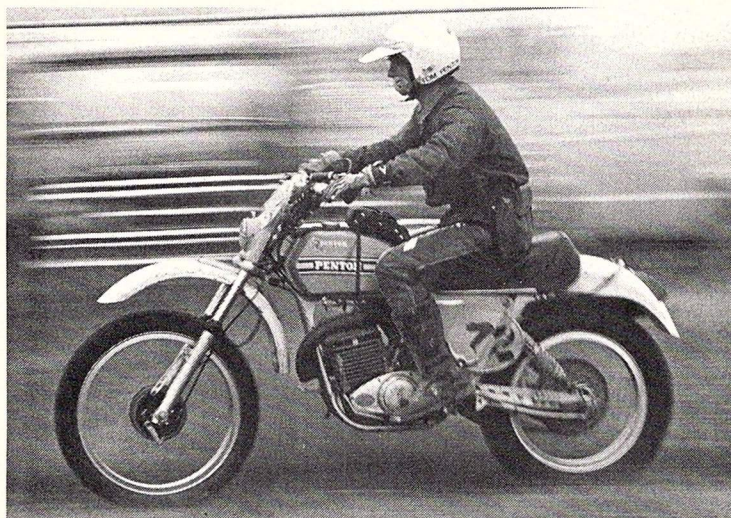
... Snow-covered mud if you went to Potosi ... (Brian D. Palormo)



... Rocks ... (Brian D. Palormo)



... Ice ... (Brian D. Palormo)



... Even pavement. (Jack B. Harwood)

THE NATIONALS

- Curley Fern 100 Mile; Whitings, NJ; March 31
Ron Bohn Husqvarna 968
- Red Garter 125 Mile; Montrose, CA; April 13
Jay Tullis Honda 994
- Fallen Timbers 100 Mile; Toledo, OH; April 21
Dick Burleson Husqvarna 987
- Polka Dots MC 125 Mile; Sacramento, CA; April 21
Cosby Chestnut Husqvarna 996
- Burr Oak 150 Mile; Shelby, IN; May 5
Dick Burleson Husqvarna 988
- Black Hills 100 Mile; Olympia, WA; May 12
Mike Hannon Bultaco 999
- Green Horn 500 Mile; Pasadena, CA; May 25 & 26
Nate Sciacqua Yamaha 991
- Little Burr 200 Mile; Lake Hope, OH; May 26
Dick Burleson Husqvarna 991
- Lonesome Pine 150 Mile; Bristol, VA; June 9
Dick Burleson Husqvarna 983
- Porcupine 150 Mile; Bath, MI; June 16
John Grader Can-AM 958
- Foothills Classic 100 Mile; Backus, MN; June 23
Dick Burleson Husqvarna 995
- Little Harpeth 100 Mile; Nashville, TN; August 11
Ron Bohn Husqvarna 977
- Jack Pine 400 Mile; Lansing, MI; September 7 & 8
Jim Fortune Husqvarna 976
- Kaw Valley 100 Mile; Lawrence, KS; September 15
Jim Fortune Husqvarna 980
- Cayuta 150 Mile; Alpine, NY; September 22
Tom Penton Penton 968
- Black Coal 125 Mile; Evansville, IN; October 6
Dan Young Penton 978
- Pachaug 100 Mile; Central Village, CN; October 13
Dick Burleson Husqvarna 974
- Cotton Boll 125 Mile; Amarillo, TX; October 27
Jack Penton Penton 974
- Checkpoint MC 125 Mile; Whittier, CA; November 3
Mike Adams Honda 989
- Twin States 125 Mile; Cadiz, KY; November 10
Dick Burleson Husqvarna 990
- John Zink 125 Mile; Tulsa, OK; November 17
Dick Burleson Husqvarna 986
- Gobbler Getter 125 Mile; Maplesville, AL;
November 24
Dan Young Penton 998
- Hillbilly 125 Mile; Potosi, MO; December 1
Dick Burleson Husqvarna 976







The final 250 GP, Switzerland: big crowds, bad starts, dirty tactics.

THE WORLD CHAMPIONS

by KEN OLAUSSON

500 CLASS

Roger DeCoster won the 500cc class in '71, '72 and '73. He wanted '74 as well. It would have been the first time anyone had won four consecutive 500 titles.

Another possible winner this year was Adolf Weil, sick and tired of being runner-up. In the same bag was another Maico rider, Willi Bauer; he'd almost done it to Roger last year.

But Heikki Mikkola wanted it too. He switched from the 250 class last year and then let everyone know when he won both motos of the Austrian GP. He repeated in Gailefontaine, France, though this time, Roger was right behind him. In Italy, Heikki won his fifth straight GP moto. (Remember that the

Continued on page 54

250 CLASS

The 250 World Championship wasn't decided until two hours after the last moto had ended. Two appeals, one upheld, the other disallowed, determined the new champion. Officially it's Guenady Moiseev, 145, and Jaroslav Falta, 139.

Bull.

It all started in April on the hilly and rocky Barcelona circuit. Montesa's Raymond Boven took the first leg ahead of Pavel Rulev (KTM) and defending champion Hakan Andersson. Moiseev got the second moto and the overall.

Falta then entered the picture with two Italian GP victories backed by another first on his home ground.

But Moiseev won twice in Poland while Falta retired. His CZ was running ratty and his mechanics finally pinned it down to bad gas. Apparently only Falta's CZ suffered.

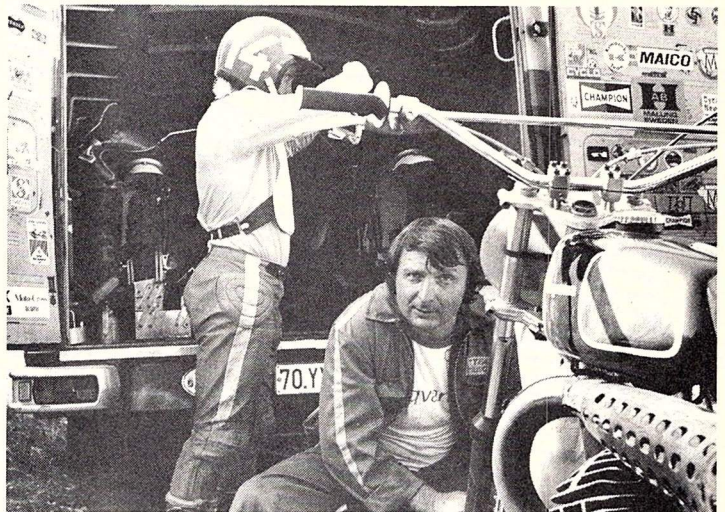
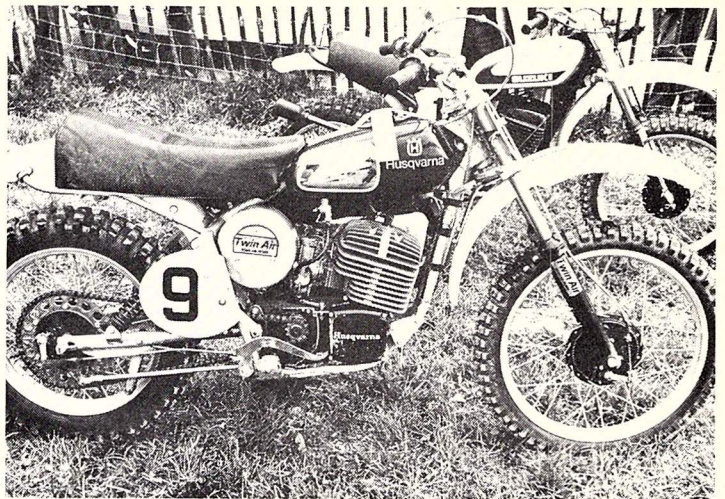
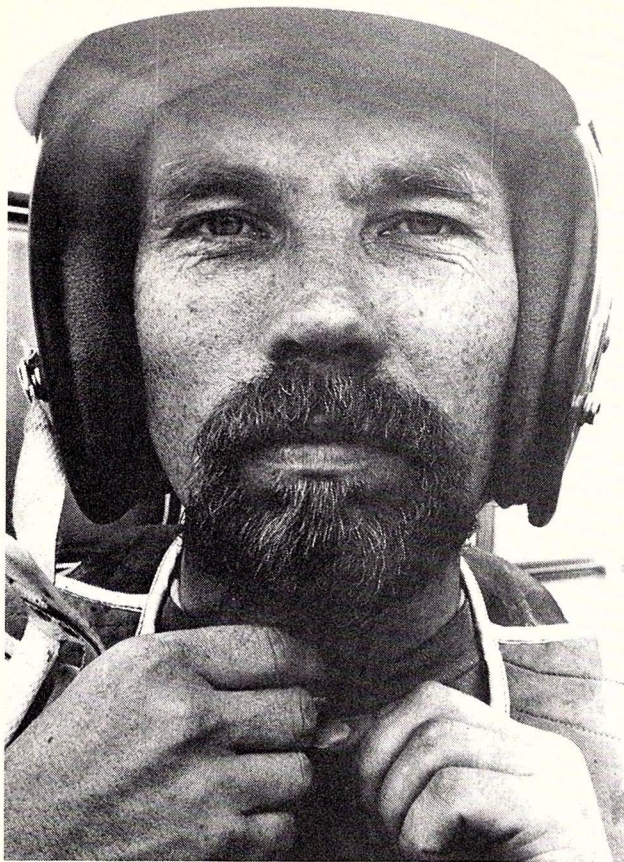
Continued on page 55



This year's champ ahead of the last three years' champ in France.

OPPOSITE PAGE

Rightfully, the current 250 World Champion, Jaroslav Falta. Ask George. (Ken Olausson photo)



The man, the bike, the mechanic. Heikki won seven of the first nine GP motos, finished 17 altogether, ten of which were firsts. Credit has to go to Per Olaf Persson, Heikki's wrench and a former GP rider himself.

500 CLASS

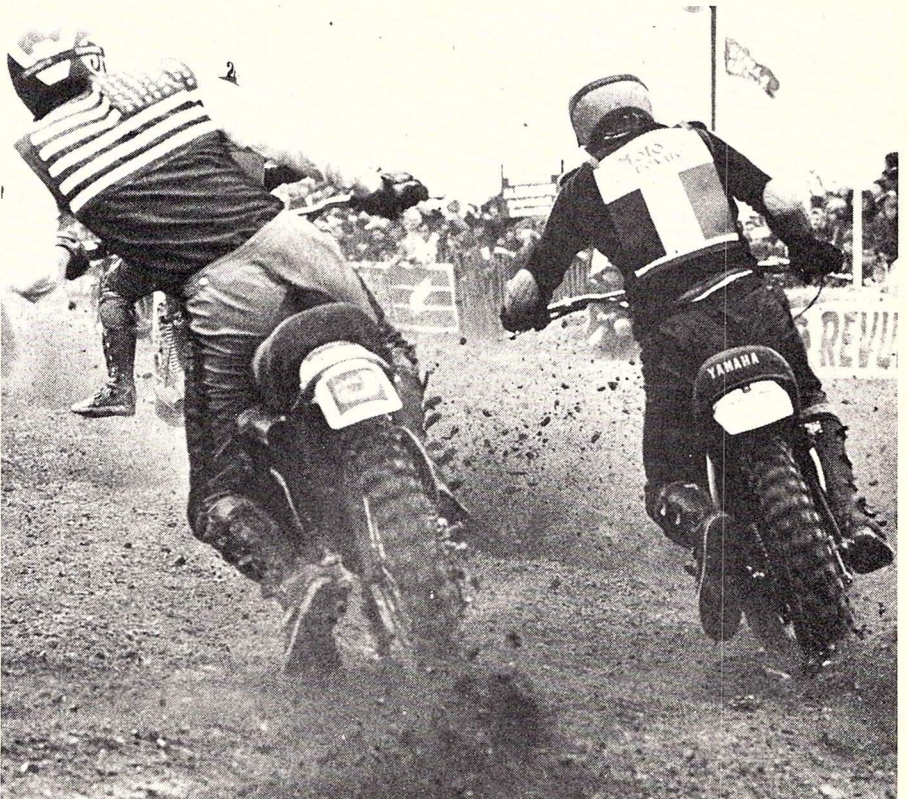
World Championship is scored by motos, not overall wins. The FIM thinks it keeps everyone on their toes.)

DeCoster grabbed the second moto, just ahead of the Husky rider, and the Danish GP was a repeat performance of the placings.

When the Czech round was over, Heikki had added another first to his score but Roger had it together with both a first and a second. Still, five races were over; Heikki was going strong; and DeCoster was trailing badly. Heikki had seven wins and two seconds. It looked good for Husqvarna.

Then during practice for the Beuern race, the Finn bailed. Hard. Three DNF's followed. And while Weil grabbed that German race and van Velthoven got the next one in England, Roger added points each time.

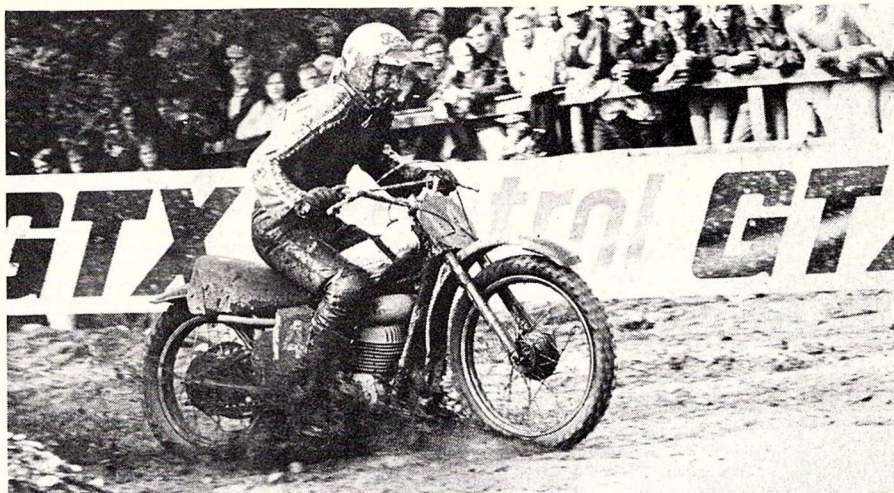
Then Carlsbad, where Roger's second overall behind Wolsink



Our Brad, alongside Willy van Loon, a Belgian competitor.



KTM rider, Guenady Moiseev. The 250 class World Champion. Maybe. Depends on how you feel about centerpunching.



Last year's champ got a second and a third in the goop at Finland. Hakan Andersson was plagued with injuries for half the season but still finished sixth overall.



Harry Everts, third overall, leading Moiseev during the Dutch GP.



The Swiss GP. Falta (12) was penalized one minute for jumping the gate and lost the championship. It wasn't red flagged — and does that look like real cheating?

250 CLASS

The KTMs certainly didn't.

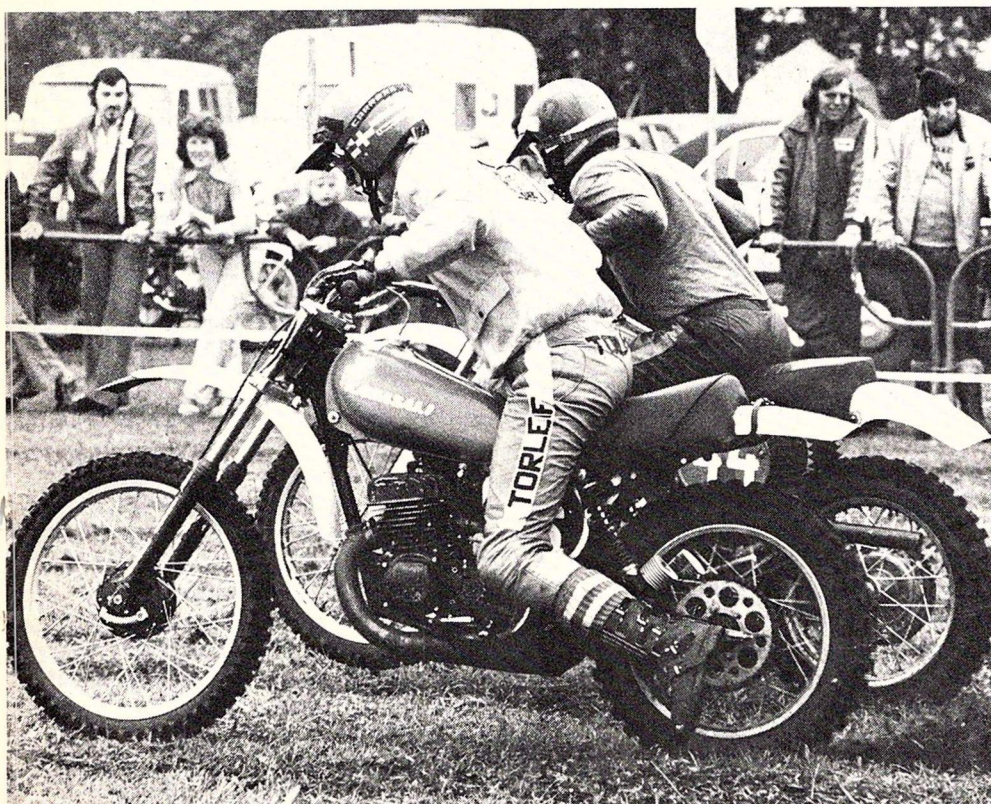
Kawasaki and Torleif Hansen took the Yugoslavia GP with a first and a third. Falta won the other moto. Then the Ali of motocross backed it up with another Kawasaki win in England. Even a flat didn't slow him down.

In that race Falta placed fourth and seventh; Moiseev managed two thirds. After six events, the Russian led with 102 points to Falta's 82. Harry Everts and his Puch had third place with 74. Rulev (66), Miroslav Halm (51) and Torleif (50) followed.

For West Germany, it was Suzuki and Belgium one, two, and three. Gaston Rahier had edged six-times champ Joel Robert and Sylvain Geboers while Falta and Moiseev each took a second, preserving the 20-point gap.

At the dusty and hooped Dutch track, sand specialist Geboers gave Suzuki another win, but Falta took one moto and gained 15 points on

Continued on page 76



Torleif Hansen finished fourth this year with three motos won and no interviews.
APRIL 1975



AUTOIMPRESSION ROKON X THREE

by the Staff of DIRT BIKE



You've seen them — or at least, seen the ads — and there it was: big, yellow, mag wheels, funny lumps on the right side of the engine case, an enormous piece of blank metal on the left side, disc brakes, and a pull starter. Your fingers curled and your toes twitched because you wanted to ride it.

Of course, the left-hand curling and left-hand toe twitching was superfluous. It's automatic, remember? No clutch. No shift lever.

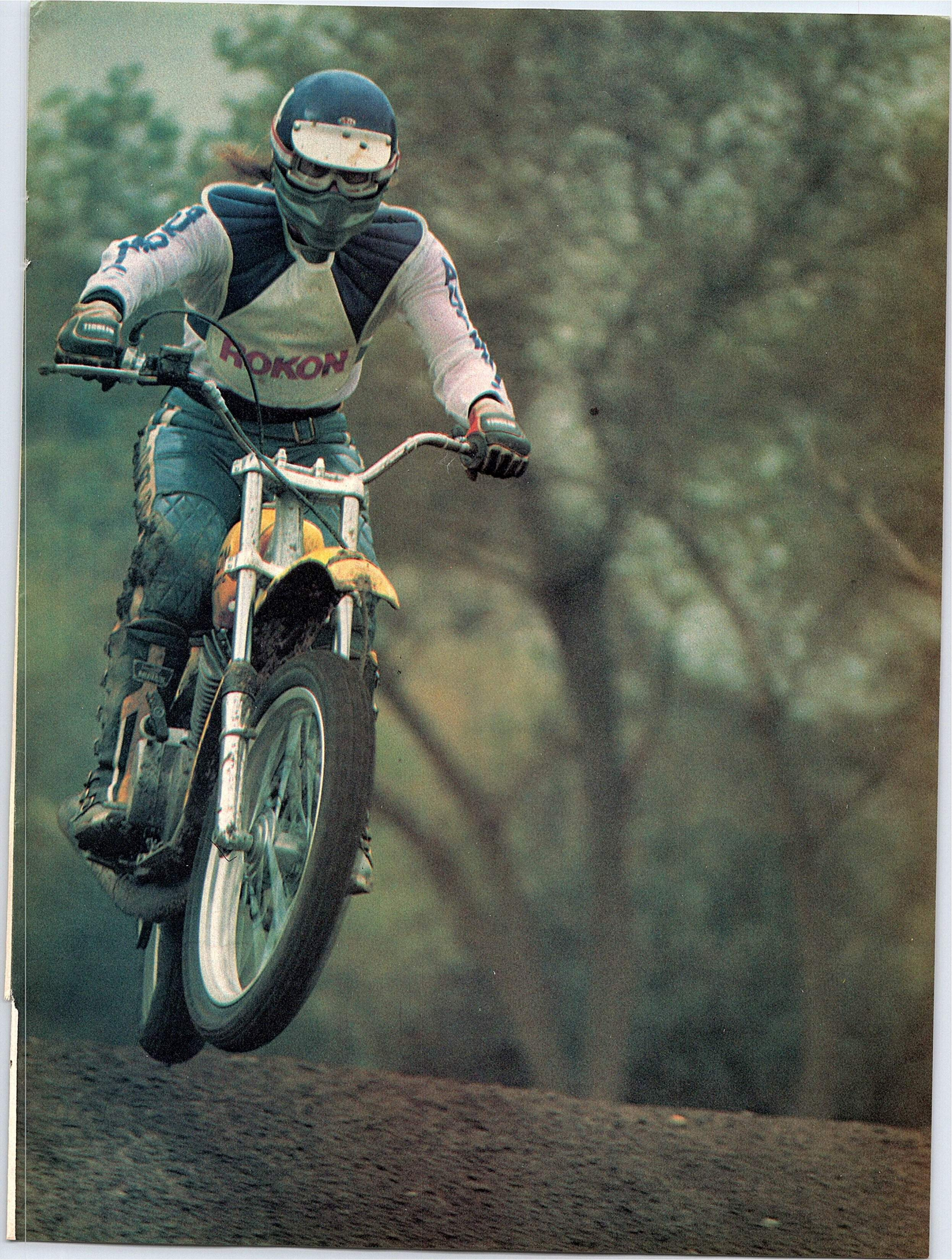
Free rope starter with every purchase

The machine is made by Rokon, Incorporated, Engineers & Manufacturers. They don't make a lot of them, and they sell all they make. Test bikes are hard to come by, but we talked them into an impression of the MXers and backed that up by borrowing an enduro model from Preston Petty.

Theoretically, a 335cc Sachs

working through an automatic torque converter means that you have a strong engine operating at its best rpm all the time while the belts and pulleys and whatever adjust to what's happening in the real world. Imagine having a big Sachs that's always pumping max torque. Wow. Climb anything in the world. Go really fast. Blow everybody off.

It doesn't really happen that way. You still have to know what you're doing. It is fast. Drag race anybody



on anything and you will get there first. As a matter of fact, it's going faster than you think. Launch off that little jump right before the corner like you always do, and on this — you'll land in the corner and have a moment of panic until you find out just how good the disc brakes are.

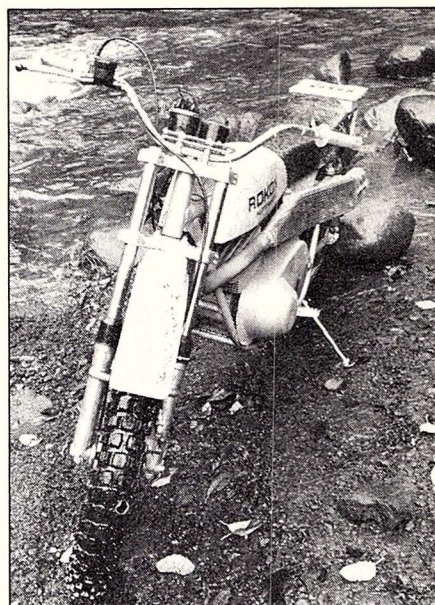
But the Rokon's legendary performance on hills is a matter of talent, not a matter of fact. It will climb, but it requires just as much pilot skill as any other bike. Only the exercise of the skill is different. Playing with the throttle to find traction and body English and even getting a good run are still important.

Because the Rokon does not achieve perfect traction, like the myth says it does. Perfect traction is

asking a little too much of a motorcycle and a lot of the rider. A certain percentage of wheelspin is built into the transmission; it makes the bike easier to ride and lets you perform ordinary maneuvers like sliding corners *et al.*

As a consequence, when you attack the slick red hills around Trask Mountain, you have to do it right or the Rokon, just like any other bike, will slip, stop, and start churning a hole in the hillside. Incidentally, don't let anyone from Oregon tell you that it doesn't rain there. We checked it out. It's always raining. The local residents have wrinkled skins and use mildew preventive as underarm spray.

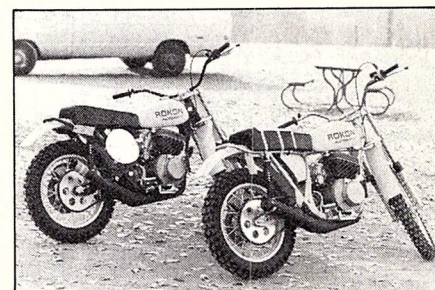
One thing about the Rokon: it will not stall. That's handy. Because you



Changes made to the enduro model included PP grips, removing the headlight to make room for a PP Headlight/Number Plate (which he never got around to doing), installing a PP Integral Taillight Rear Fender, and using a PP Toolbox instead of the supplied leather bag. This year's bike will have a more conventional muffler/spark arrestor and a fancy paint job on the tank.

cannot bump start it. You can barely start it at all anyway. The enduro we tested was last year's; with these, the pull starter points up and the gas tank ends with an edge. Many bloody knuckles resulted. The two motocrossers we checked out have the cable starter exiting toward the front. You can step around to the front and yank. Or pull the cable out a little ways, and pull up. For those of us without 19-inch biceps, the process always required getting off and standing.

Another myth you hear about the Rokon is that if you get it wet, it won't run. Not true. If you submerge it, you can get the belt in the trans wet and then it slips. But closing the throttle right before entering the stream lets the pulleys slide together and seals everything. Then get it on

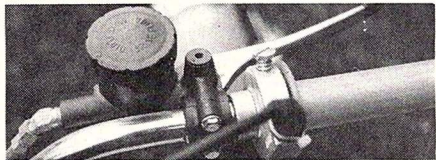


Downpipes are featured on the Cobra (left) and MX; vehicle in background is the Great Yellow DIRT BIKE Van (GYDBV), successor to the GYDBT.

ROKON RT340			
	MX	COBRA	ENDURO
PRICE: (retail, approx.)	\$1645	N/A	N/A
ENGINE TYPE:	Sachs, piston ported, single		
DISPLACEMENT:	335cc		
BORE & STROKE:	78mm x 70mm		
COMPRESSION RATIO:	13:1 (uncorrected)		
CARBURETION:	36mm	44mm	36mm Mikuni
HP RPM:	37 6000	N/A	37 6000 (claimed)
CLUTCH:	Nope		
PRIMARY DRIVE:	Automatic torque converter, 3.76:1 to 0.87:1		
SPEED REDUCER:	Triplex chain, 1:1.73		
TRANSMISSION RATIOS:	See above		
FINAL DRIVE:	3/8 x 5/8-inch chain, 4.15:1		
AIR FILTRATION:	Oiled foam		
ELECTRICAL SYSTEM:	Bosch mag	Bosch CDI	Bosch mag
LUBRICATION:	Pre-mix		
RECOMMENDED FUEL:	Premium		
RECOMMENDED OIL:	Golden Spectro synthetic, 35:1		
FUEL CAPACITY:	7.6 liters (2 gallons)	7.6 liters (2 gallons)	12.3 liters (3.25 gallons)
FRAME:	MIG-welded steel double loop		
SUSPENSION:	Koni shocks Betor forks	Koni shocks	Betor shocks
WHEELS & SPOKES:	Steel (mag wheels available as option)		
TIRES:	3.25x19 knobby (front) 4.00x18 knobby (rear)		
DIMENSIONS:			
Wheelbase:	144.9 cm (56.5 inches)		
Handlebar width:	87.2 cm (34 inches)		
Weight:	113.4 kg (250 pounds) dry, claimed		
BRAKES:	Hydraulic disc		
INSTRUMENTS:	None	None	VDO speedo, watch holder, horn with optional kit Kit available
LIGHTS:	None	None	
SILENCER:	Good (intake silencer also available)		
SPARK ARRESTOR:	Yes		
PRIMARY KICK:	No, primary pull		
WARRANTY:	90 days exchange or repair on defective parts		
PARTS PRICES	(all prices, suggested retail)		
Piston Assembly:	\$39.43		
Cylinder:	\$66.66		
Brake lever:	\$3.95		
Brake pucks:	\$4.95 a set		
Starter cable:	\$2.36		



Even a torque converter wouldn't help you through the slippery spots without some English.



The left side of the handlebars vibrated insanely on two of the three bikes. One was cured by slipping the bars to the right. The other never was.

again. No problem.

And you probably heard that they were impossible to push when the engine isn't running. Again, this isn't true. One of the MXers got taken for a trail ride by Heyberger and it ate its ignition; a screw came out of the armature plate and got caught in the flywheel. This meant it had to be pushed back. Fortunately, three Canadians and two Californians



Front end plow was evident on both MX bikes. One of the alternatives was leaning it way over. This worked even better on the trail.

were enough. The group estimated the pushing weight of the Rokon to be approximately 400 pounds and insisted that statistics like this be included in the new spec sheet for all test bikes.

Back at the track, the Cobra was getting a workout. It's the hot version of the Rokon with a CDI ignition, a 44mm Mikuni, a different clutch and pipe, aluminum bars and

a black frame. Once the Cobra production run is finished, this is the MX version to have. It is significantly faster than the standard Rokon. Peakier too. Still the automatic transmission tempers the peakiness and there's no extreme blast of power. Just a steady and deceptive acceleration.

The major liability of the motorcycle — either MX or enduro, either standard or Cobra — is weight. At 250 dry, it's not exactly cause for concern at tech weigh-in.

The excess shows up in a few laps. The Betor or Koni shocks quit. You get tired fast. Landing hard makes it shake the front end. And you have to make some changes in your style. You hit the berms harder than you're used to, and dragging a toe doesn't work as well as you remember. It all makes you work harder.

On the trail, the weight isn't as much of a defect, but it's still there. You find it on slippery downhills where grabbing a good brake front only dumps you. The mass is enough to let it all lock up, break the knobby loose, and then everything slides out of control. If you're unfortunate

Continued on page 94

MIDLAND WESTSIDE OPTIMIST PRESENTS

WEST TEXAS \$10,000 MOTOCROSS MARCH 29&30, 1975

MIDLAND, TEXAS

- ALL CLASSES PAY 10 PLACES
- \$2,500 IN SUPER TROPHIES

GUARANTEED PURSE RAIN OR SHINE!!

*Starting line-up is by order of sign-up
for 1st Moto — SIGN UP EARLY!*

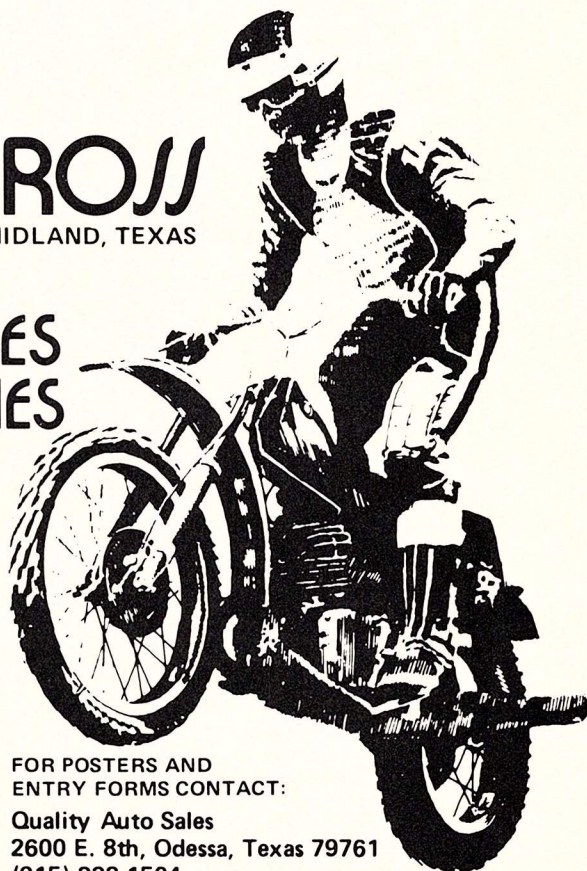
PRACTICE STARTS 8:00 A.M. SATURDAY

Beginner . Mini . Junior . Intermediate . Senior

SENIOR PAYOFF

1st Place	\$1000	6th Place	\$150
2nd Place	750	7th Place	100
3rd Place	500	8th Place	75
4th Place	250	9th Place	50
5th Place	200	10th Place	25

Lodging and Camping Facilities Available



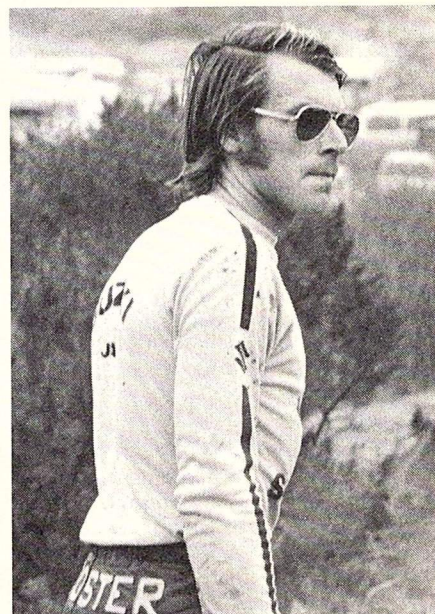
**FOR POSTERS AND
ENTRY FORMS CONTACT:**

**Quality Auto Sales
2600 E. 8th, Odessa, Texas 79761
(915) 332-1504**

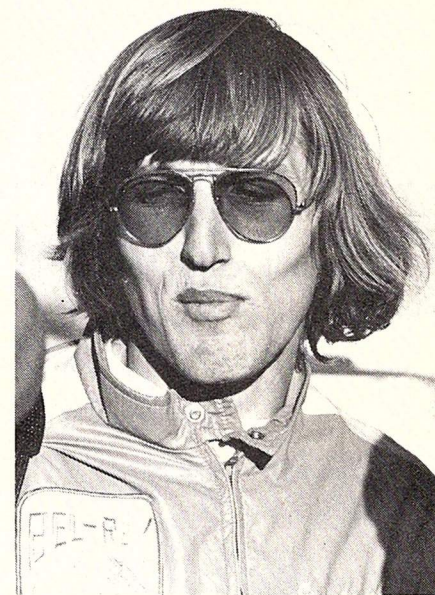
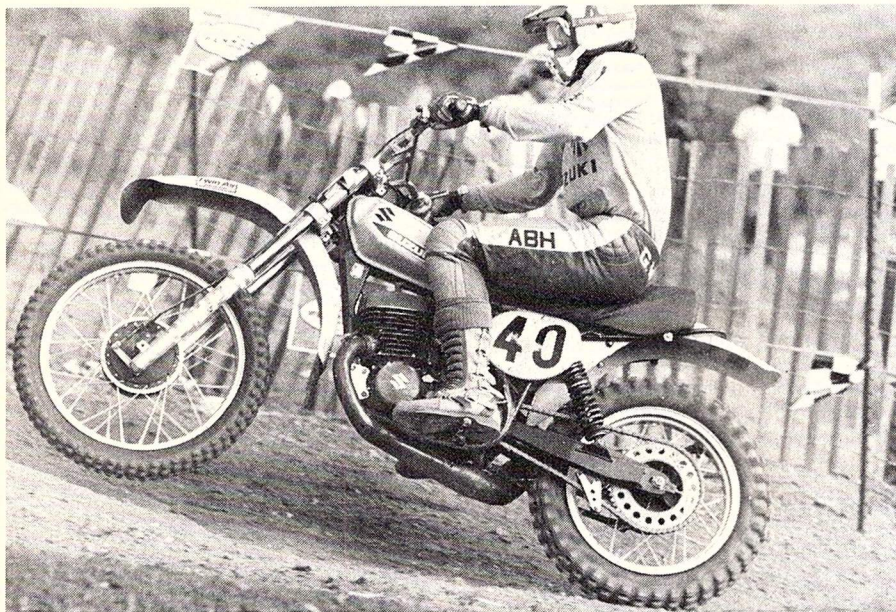


OPPOSITE PAGE

That unmistakable DeCoster style, in the lead at Saddleback.



Florida was the only place where Roger failed to gain points during the Trans-AMA — though it looked bad way back in the beginning when Gerrit grabbed the series lead and Heikki Mikkola was still in the running. But by the penultimate Livermore event, DeCoster had it in the bag. He says he's got next year's World Championship sewed up too.

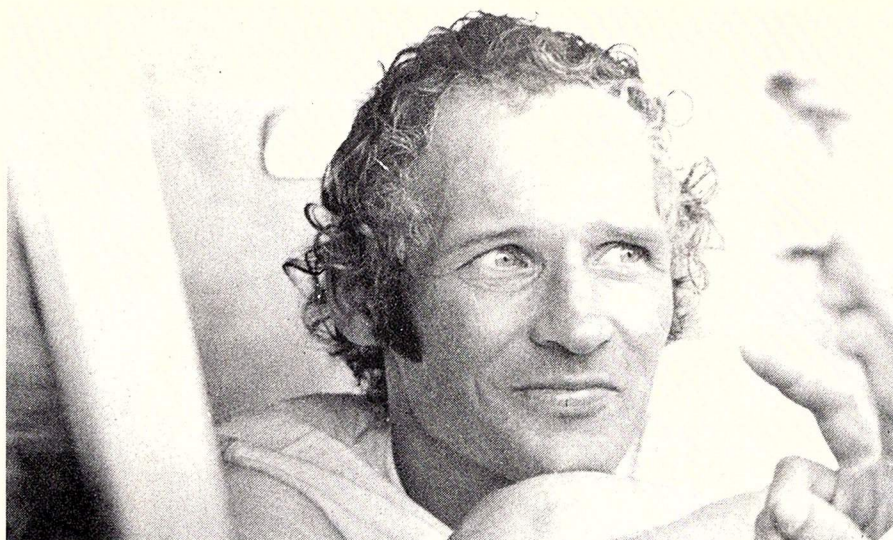


Early in the series when Roger and Heikki were replaying the World Championship, Gerrit got the Trans-AMA lead by hanging in there every race. Then he split for Japan, missing the Georgia event, and falling behind. A first, a fourth and a fifth when he got back kept him high in the standings. The Livermore race pissed him so bad that he said he'd never race in the States again, but after Saddleback, he cooled a little.

Belgium: 1st & 5th; Netherlands: 2nd & 10th; West Germany: 3rd & 6th,
U.S.A.: 4th & 8th;

TRANS-AMA WRAP-UP

by the Staff of DIRT BIKE



Maico's senior rider ended the Grand Prix season in third place too. Here, he did it by bouncing around from second to 16th place finishes, but he was always there. He's 37 now — maybe more, who knows? And they say he's mean out on the track. Definitely when he wants to pass you, you will be passed. Ask Rex.



The Yakima flash is top American this year, showing off some of the skills he's picked up campaigning the 250 World Championship. There was a chance early in the Trans-AMA that he could win it overall, and if his bike had held up at Puyallup and Livermore, Jim would have had the second spot easily. Vic Allan joins him for the 250 GPs next year, while Bengt Aberg and possibly Heikki try for the 500 title.



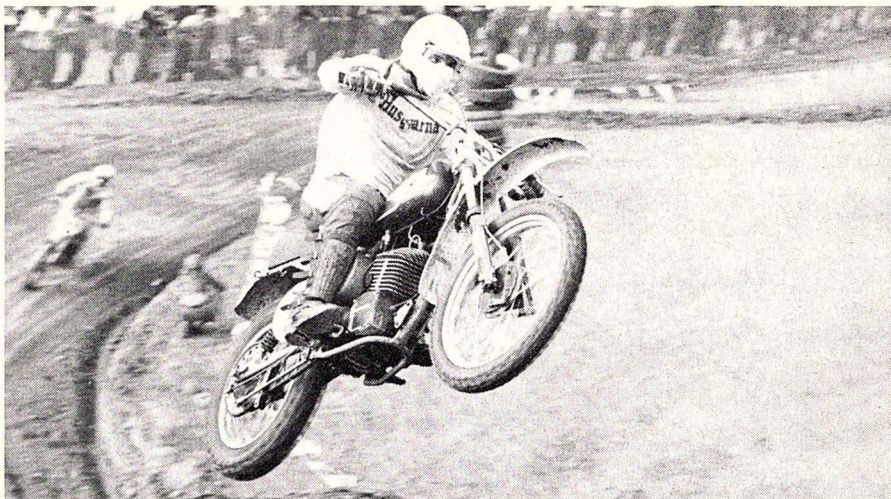
Harry Everts finished the 250 GP season in third place after winning the final round for Puch (the Swiss one — you know, where the Russians ruined motocross *detente* by clobbering Falta and fixing it for Guenady Moiseev). Harry had two bikes and one van for the Trans-AMA, and even with all the hassles managed to win in Washington and place well four other times.



Apparently not placing in nine GP motos this season was enough to make Willi Bauer think twice about a Suzuki offer. So he took it and will run a 250 next year. Suzuki is also moving Gaston Rahier out of the 250 class and into the 125 World Championship events. We heard that Tony DiStefano is considering a Suzuki ride.



Yukio Sugio is the number two-ranked motocrosser in Japan and Yamaha thinks enough of him to send him out for the Trans-AMA. It is worth it; he finished every race and built up 288 points to become the highest placing Yamaha rider in the series. Speaking of Yamaha riders, guess who is for next year and who isn't. Give up? Jimmy Weinert and Pierre Karsmakers, respectively.



Brad will still be on the Husky team next year, and no wonder. Despite a long season full of breakages, he placed tenth in the 500 championship and can't wait to get started again. If that rumor about Mikkola and Bultaco turns out to be true, the 500cc Husky team might be a bit lonelier for Brad.



OPPOSITE PAGE

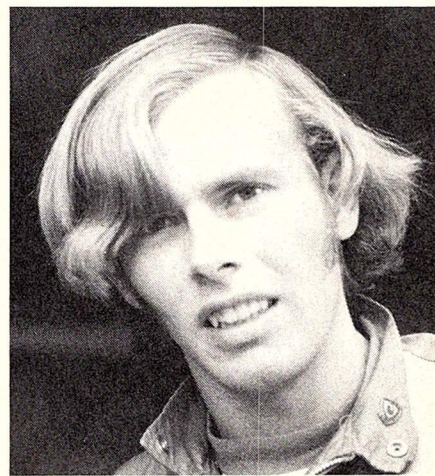
Most consistent blur in the support class, #27, Kent Howerton. An art shot sponsored by DB.



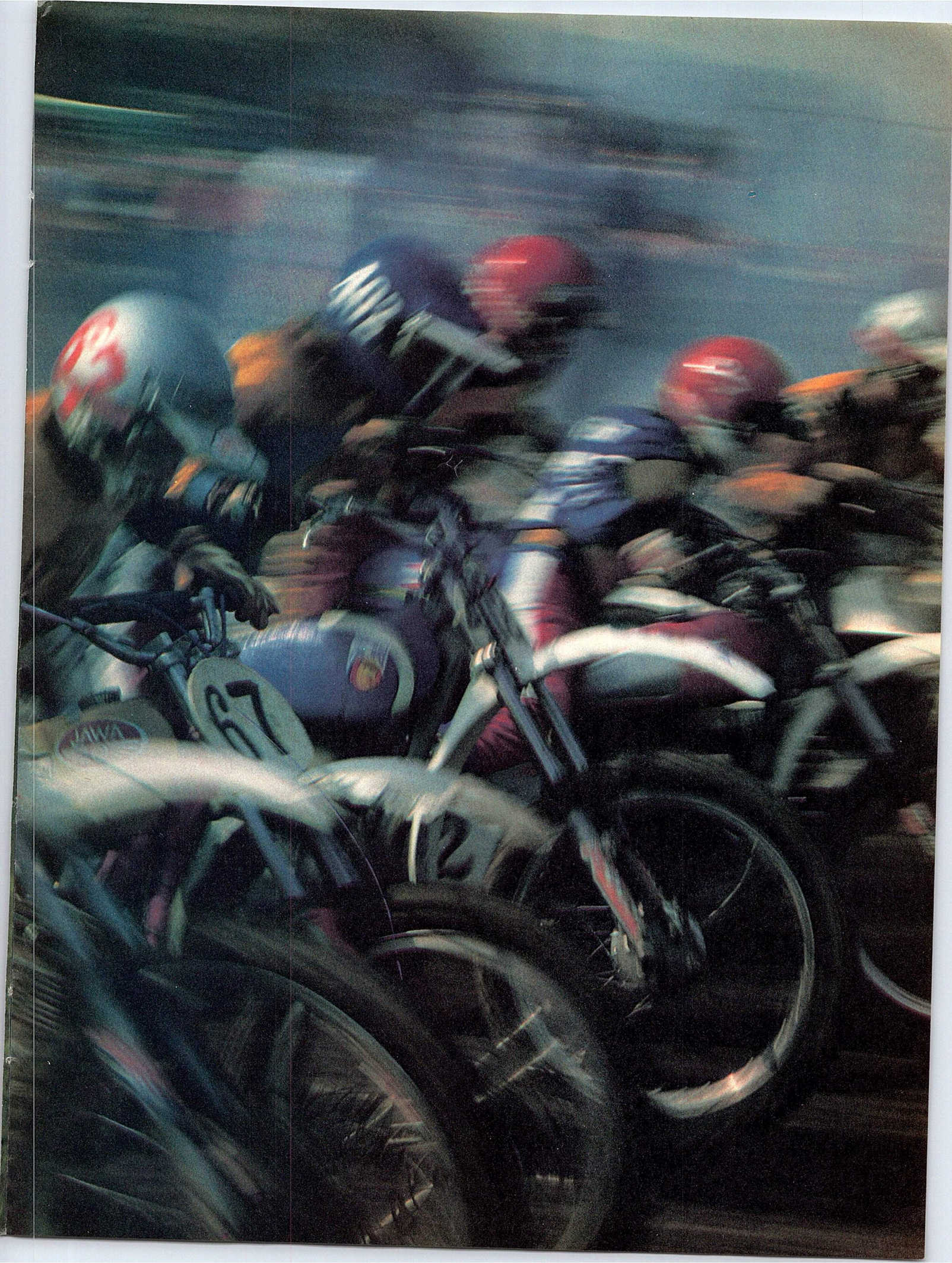
The World Champion did in an injured ankle at Unadilla, so he retired. Then he won in Ohio, but decided it wasn't worth all the risks and went home to be with his pregnant wife. Husky then replaced him with Swedish Champion Arne Kring. Despite joining the series so late, Arne worked his way up to ninth overall with some excellent rides. (Note that we said *the* World Champion. Normally there are two each year. Heikki is, but we refuse to admit that Moiseev owns the 250 title.)



Just when his bike is good enough to win, Yamaha sells it to everyone. So Pierre went to Honda. He means to regain the American title next year. And according to the AMA rules, he's eligible again. He showed it by winning at Saddleback, in front of Jim Pomeroy (who wanted it bad) and Roger DeCoster (who tried to get it) and Adolf Weil (who has won at Saddleback every other time) and Gerrit Wolsink (who doesn't like anybody very much) and Willi Bauer and on and on.



San Antonio and Husqvarna are both happy with Kent Howerton. They've got to be. He stepped into the lead with a win at Unadilla and then never let go. The closest anyone came was Marty Smith after four events when Kent had 540 and Marty had 480 points. Thereafter Rolf Tibblin rubbed his shoulders a lot and the only thing he lost was Puyallup to Kenny Zahrt.





(Paul Boudreau photograph)

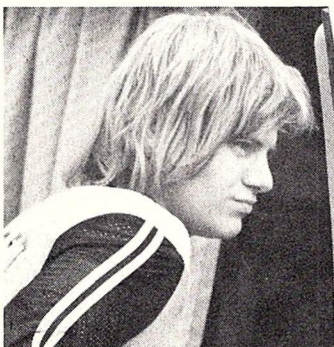
According to Rolf, Marty is one of the world's greatest motocrossers. Anyone who's seen how hard he rides understands. Next year, American Honda will go after all the nationals with Karsmakers (open and 250), Rich Eierstedt (open and 250), Marty (250 and 125) and Billy Grossi (250 and 125). The word is that Kawasaki is after both Weinert and Grossi, but that Yamaha *has* Weinert for the open class and Tim Hart and Bruce McDougal for the 250 nationals. Whew.



Meanwhile just about everything else in the '74 Trans-AMA support class was dominated by Bultaco, led by Ron Pomeroy. He only failed to make the first five in three events and scooped up enough points to get third overall. All done with a stock bike and no plastic boots.



Second Californian, second Bultaco, fourth overall and the only one to win a Trans-AMA besides Kent Howerton and Marty Smith is Kenny Zahrt, the prototype for all California hotshoes and the idol of all of *MXA's* readers. Besides all that, he's fun to talk to and he can really make a mini move. Steve, his mechanic, told us to say all that.



Rick Burgett left Oregon in September and towed his CZ all over the circuit. It only left him once, at Honda Hills in Ohio. At Lake Whitney, he scored his best, finishing second overall to Kent. Rick was the only rider in the support class who could stay on the same lap with Howerton in that thick Texas mud.

UNADILLA

New Berlin, New York

- 1 Roger DeCoster (SUZ)
- 2 Gerrit Wolsink (SUZ)
- 3 Hakan Andersson (YAM)
- 4 Jim Pomeroy (BUL)
- 5 Brad Lackey (HUS)
- 6 Adolf Weil (MAI)
- 7 Pierre Karsmakers (YAM)
- 8 Ake Jonsson (YAM)
- 9 Tony DiStefano (CZ)
- 10 Rich Eierstedt (HON)
- 11 Mike Runyard (SUZ)
- 12 Rich Thorwaldson (SUZ)
- 13 Vic Allan (BUL)
- 14 Gary Chaplin (MAI)
- 15 Tim Hart (YAM)
- 16 Rex Staten (HON)
- 17 Harry Everts (PUC)
- 18 Steve Stackable (MAI)
- 19 Bob Harris (ROK)
- 20 Sal DeFeo (MAI)

PUYALLUP

Puyallup, Washington

- 1 Harry Everts (PUC)
- 2 Roger DeCoster (SUZ)
- 3 Yukio Sugio (YAM)
- 4 Rich Thorwaldson (SUZ)
- 5 Mike Hartwig (HUS)
- 6 Vic Eastwood (CCM)
- 7 Mike Runyard (SUZ)
- 8 Arne Kring (HUS)
- 9 Gary Chaplin (MAI)
- 10 Sal DeFeo (MAI)
- 11 Henning Hansen (YAM)
- 12 Steve Stackable (MAI)
- 13 Bengt Aberg (BUL)
- 14 Mark Blackwell (MAI)
- 15 Roger Harvey (CHE)
- 16 Bill McLean (YAM)
- 17 Rex Staten (HON)
- 18 Tom Kratzer (YAM)
- 19 Willi Bauer (SUZ)
- 20 Brad Lackey (HUS)

SADDLEBACK

Orange, California

- 1 Pierre Karsmakers (YAM)
- 2 Roger DeCoster (SUZ)
- 3 Jim Pomeroy (BUL)
- 4 Gerrit Wolsink (SUZ)
- 5 Willi Bauer (SUZ)
- 6 Adolf Weil (MAI)
- 7 Rich Thorwaldson (SUZ)
- 8 Hans Maisch (MAI)
- 9 Gary Jones (C-A)
- 10 Vic Allan (BUL)
- 11 Mike Runyard (SUZ)
- 12 Raymond Boven (MON)
- 13 Yukio Sugio (YAM)
- 14 Koji Masuda (SUZ)
- 15 Jimmy Weinert (KAW)
- 16 Steve Stackable (MAI)
- 17 Tony DiStefano (CZ)
- 18 K. Seo (YAM)
- 19 Rex Staten (HON)
- 20 Jimmy Ellis (C-A)

HONDA HILLS

Linville, Ohio

- 1 Heikki Mikkola (HUS)
- 2 Gerrit Wolsink (SUZ)
- 3 Jim Pomeroy (BUL)
- 4 Brad Lackey (HUS)
- 5 Roger DeCoster (SUZ)
- 6 Willi Bauer (SUZ)
- 7 Rich Eierstedt (HON)
- 8 Rich Thorwaldson (SUZ)
- 9 Res Staten (HON)
- 10 Yukio Sugio (YAM)
- 11 Tony DiStefano (CZ)
- 12 Mike Runyard (SUZ)
- 13 Ivan Miller (PEN)
- 14 Steve Stackable (MAI)
- 15 Tim Hart (YAM)
- 16 Adolf Weil (MAI)
- 17 Bengt Aberg (BUL)
- 18 Sal DeFeo (MAI)
- 19 Mike Kessler (YAM)
- 20 Vic Allan (BUL)

ROAD ATLANTA

Gainesville, Georgia

- 1 Roger DeCoster (SUZ)
- 2 Adolf Weil (MAI)
- 3 Jim Pomeroy (BUL)
- 4 Willi Bauer (SUZ)
- 5 Bengt Aberg (BUL)
- 6 Hans Maisch (MAI)
- 7 Brad Lackey (HUS)
- 8 Tony DiStefano (CZ)
- 9 Harry Everts (PUC)
- 10 Jimmy Weinert (KAW)
- 11 Mike Runyard (SUZ)
- 12 Ivan Miller (PEN)
- 13 Rex Staten (HON)
- 14 Yukio Sugio (YAM)
- 15 Tim Hart (YAM)
- 16 Bryar Holcomb (MAI)
- 17 Vic Eastwood (CCM)
- 18 Sal DeFeo (MAI)
- 19 Gordon Bowden (YAM)
- 20 Mark Blackwell (MAI)

ORLANDO

Orlando, Florida

- 1 Gerrit Wolsink (SUZ)
- 2 Arne Kring (HUS)
- 3 Yukio Sugio (YAM)
- 4 Brad Lackey (HUS)
- 5 Rich Eierstedt (HON)
- 6 Harry Everts (PUC)
- 7 Hakan Andersson (YAM)
- 8 Adolf Weil (MAI)
- 9 Willi Bauer (SUZ)
- 10 Mike Runyard (SUZ)
- 11 Tony DiStefano (CZ)
- 12 Jim Pomeroy (BUL)
- 13 Vic Eastwood (CCM)
- 14 Gary Jones (C-A)
- 15 Steve Stackable (MAI)
- 16 Sal DeFeo (MAI)
- 17 Mark Blackwell (MAI)
- 18 Pierre Karsmakers (YAM)
- 19 Ake Jonsson (YAM)
- 20 Bengt Aberg (BUL)

LAKE WHITNEY

Whitney, Texas

- 1 Roger DeCoster (SUZ)
- 2 Harry Everts (PUC)
- 3 Steve Stackable (MAI)
- 4 Arne Kring (HUS)
- 5 Adolf Weil (MAI)
- 6 Yukio Sugio (YAM)
- 7 Pierre Karsmakers (YAM)
- 8 Rich Thorwaldson (SUZ)
- 9 Hakan Andersson (YAM)
- 10 Brad Lackey (HUS)
- 11 Jim Pomeroy (BUL)
- 12 Tim Hart (YAM)
- 13 Bryar Holcomb (MAI)
- 14 Koji Masuda (SUZ)
- 15 Sal DeFeo (MAI)
- 16 Mike Runyard (SUZ)
- 17 Roger Harvey (CHE)
- 18 Trey Jorski (KAW)
- 19 Ake Jonsson (YAM)
- 20 Willi Bauer (SUZ)

CARNEGIE

Livermore, California

- 1 Roger Decoster (SUZ)
- 2 Willi Bauer (SUZ)
- 3 Adolf Weil (MAI)
- 4 Mike Runyard (SUZ)
- 5 Gerrit Wolsink (SUZ)
- 6 Raymond Boven (MON)
- 7 Arne Kring (HUS)
- 8 Vic Allan (BUL)
- 9 Rich Thorwaldson (SUZ)
- 10 Rich Eierstedt (HON)
- 11 Hans Maisch (MAI)
- 12 Brad Lackey (HUS)
- 13 Yukio Sugio (YAM)
- 14 Gary Chaplin (MAI)
- 15 Gary Jones (C-A)
- 16 Sal DeFeo (MAI)
- 17 Bengt Aberg (BUL)
- 18 Jimmy Weinert (KAW)
- 19 Wayne Boyer (CHE)
- 20 Rex Staten (HON)

1974 TRANS-AMA RESULTS**FINAL STANDINGS**

Roger DeCoster (Belgium)	900
Gerrit Wolsink (Netherlands)	530
Adolf Weil (West Germany)	415
Jim Pomeroy (Yakima, WA)	399
Harry Everts (Belgium)	344
Willi Bauer (West Germany)	333
Yukio Sugio (Japan)	288
Brad Lackey (Pinole, CA)	285
Arne Kring (Sweden)	270
Pierre Karsmakers (Mission Viejo, CA)	233
Rich Thorwaldson (Cerritos, CA)	209
Mike Runyard (Hacienda Heights, CA)	179
Hakan Andersson (Sweden)	160
Heikki Mikkola (Finland)	150
Rich Eierstedt (Norwalk, CA)	130
Steve Stackable (Austin, TX)	130
Hans Maisch (West Germany)	90
Bengt Aberg (Sweden)	77
Tony DiStefano (Morrisville, PA)	74
Vic Eastwood (England)	62

HOWERTON & HUSQVARNA WIN THE TRANS-AMA SUPPORT CLASS

		UNADILLA	HONDA HILLS	ROAD ATLANTA	ORLANDO	LAKE WHITNEY	PUYALLUP	CARNEGIE	SADDLEBACK
Kent Howerton	(HUS)	1	1	2	2	1	16	1	995
Marty Smith	(HON)	4	3	1	1	7	8	2	676
Ron Pomeroy	(BUL)	5	20	3	3	--	5	3	421
Kenny Zahrt	(BUL)	18	10	7	17	16	1	--	337
Rick Burgett	(CZ)	10	--	10	9	2	4	5	330
Terry Clark	(HUS)	7	--	--	4	5	--	11	290
Frank Stacy	(CZ)	6	2	--	12	3	--	--	284
Peter Lamppu	(MON)	--	4	--	10	20	3	8	276
Jim Turner	(BUL)	16	9	4	15	--	2	14	247
Robert Plumb	(MAI)	9	5	6	5	--	19	9	242

A. Riding Jacket, fully lined roughout leather riding jacket with contrast stitching and high mandarin collar. Available in dark brown or navy blue. Sizes 36-46, even sizes only. \$36.95

B. Western style jacket roughout suede finish leather, fully lined. Super style in natural tan only. Sizes 36-46, even sizes only. \$39.95

C. Roughout suede finish leather pants. Boxer lining, stitched front pockets, one rear snap pocket. In natural tan. Pants match jacket B. Even waist 28 thru 38 extra long length in all sizes. Easy to cut to fit smaller lengths. \$39.95

D. Hand tooled antique finish leather belts. 100% cowhide. Available only with Japanese names. Sizes small (28-32) medium (34-36) large (38-40) and extra large (42-44). \$5.95

E. Stroker leather hat, roughout suede, saddle leather visor tooled with Honda, Yamaha, Suzuki, and Kawasaki. Elastic adjustable band. One size fits all. \$6.95

F. Winchester Hat 100% top grain leather. Hand sewn and decorated. Brim can be formed to any shape. Colors available are antique brown or tan. Sizes Sm/M/Lg/SLg. \$7.95

G. Tooled leather visor. Available Honda, Yamaha, Suzuki, Kawasaki. \$3.95

H. Cowhide Grand Prix Style Motocross Glove. Soft and pliable cowhide leather. Nylon stitching throughout. Double stitching on critical areas. Inside sewn, no palm seams to cause blistering. Neoprene backing, soft and pliable yet durable. Elastic wrist. A durable dirt biker's glove with a tailored good look for the street rider. Sizes available are Sm/M/Lg/XLg. \$7.95

I. Leather tool bag. Heavy 1/4 inch thick leather. Fully riveted to last for years. Can be mounted on bike cross bar, down tubes...any place. \$8.95

J. Light weight Motocross denims, inside sewn padding, zipper leg, built-in belt and buckle, colorful two tone racing stripe. Kids waist sizes are available in 22-24-26. \$16.95
Mens waist sizes 28-38. \$18.95

K. Nylon vented racing jersey. Double reinforced elbows. All standard bike logos. Available in color combinations, red and white, blue & white, green & white, gold & white, blue & gold, silver & black, and black & gold. Bike logos on front and sleeves. Sizes Sm/M/Lg/XLg. \$9.95

L. Rider Wear Helmet. Multiple air hand laminated fiberglass. Carries all approvals for street or professional competition. Available in magnum silver, white, or competition orange. Size available are Sm/M/Lg/XLg. \$19.95

M. Rider Wear Mouth Guard. Comes with snaps and fastening kit. \$3.95

N. Rider Wear Super Motocross Gloves. Soft, pliable, cowhide. Heavy neoprene backing, nylon stitching, no seams no palm to prevent blistering. Great for street use also. Sm/M/Lg/XLg. \$8.95

Dealer Inquiries invited

Rider Wear
P. O. Box 484
Laredo, Texas 78040
Area Code (512) 722-5652

GIFT IDEAS

FROM



RIDER WEAR P. O. BOX 484, LAREDO, TEXAS 78040

Enclosed is ☐ Check ☐ Money Order ☐ For Total \$ _____

☐ A. Size _____ Color _____	☐ H. Size _____
☐ B. Size _____	☐ I. _____
☐ C. Size _____	☐ J. Size _____
☐ D. Size _____ Name _____	☐ K. Size _____ Color _____ Name _____
☐ E. Name _____	☐ L. Size _____ Color _____
☐ F. Size _____ Color _____	☐ M. _____
☐ G. Name _____	☐ N. Size _____

Name _____
Street _____
City _____ State _____ Zip _____

Add \$.50 for shipping.
On orders of \$25. or more we pay shipping.



8TH ANNUAL WORLD'S BIGGEST RACE

BARSTOW TO VEGAS

by DON PHILLIPSON



Just a part of the 3000 who started. Notice the awkward position of the bike on the left.

Three-way tie: Mayes, Bakken and BLM

They say they put on the race to wear off the fat we've put on over Thanksgiving. They say they put it on to give us a chance at a long one — just like Baja. Those aren't the reasons. They do it because they don't like us.

Sure it does wear off fat. And even if it isn't *quite* as long as Baja, it feels like it is. But ask anyone who finished Barstow to Vegas what they thought after the first hundred miles or the first few hours. What they *really* thought. It has to be close to: "What the hell am I doing here?"

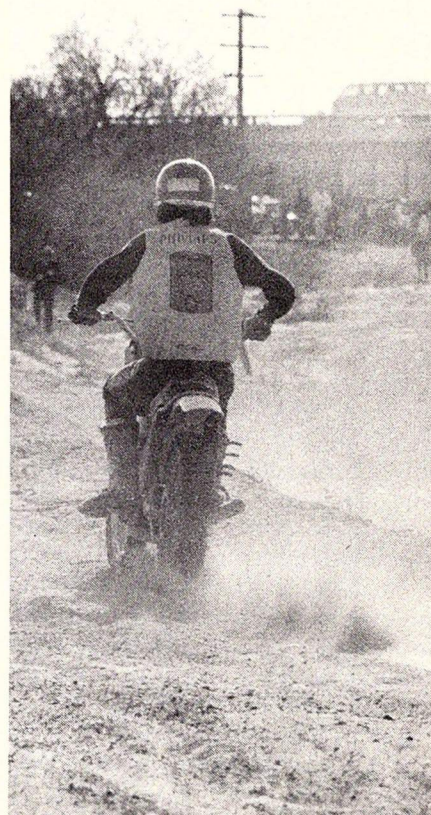
Of course the feeling only lasts until you drop out of that last range of hills and go through those last checks and they shout into your helmet, "Eight miles!" Then you're glad you did it. In retrospect, you never even think about that time between 100 miles out and ten miles from the finish.

You can remember the weeks before the race, and the last few days before, and the night before, especially the night before, and the start. The finish no one has trouble remembering. Like your first race or your first anything.

Many things went into getting 1480 people on motorcycles from Barstow to Vegas. A lot of hassles. A



Larry Roeseler. Number 1 Trailbike. 1st Trailbike in Barstow to Vegas. Fast.



Beginning of gas number one as the riders go under the freeway.

lot of preparation on bikes, bodies and minds.

Sometime along about March the San Gabriel Valley M.C. begins to hassle with all the details for the following November. Which means right now they are already planning for next Thanksgiving. This year the club came face to face with the people who would most like to see the race cancelled — the Sierra Club. The confrontation shaped up as both sides tried to convince the Bureau of Land Management that they were right.

In the last eight years motorcyclists have fought over desert land use and have achieved at least a partial victory. Although many areas have been closed, there are designated areas which the BLM assures us will remain open.

This year's fight turned out to be quite a bit different from the previous years'. The Sierra Club and some other supposedly ecology-minded groups got together to convince the BLM that Barstow to Vegas should be cancelled. In August the BLM revoked the land use permit every club must have to throw a race in Southern California. They revoked it pending further investigation. For the first time that "further investigation" took the form of a 450-page, 50-chart, 25-map report on just what a desert race does to the environment.

When the report came out, a lot of motorcyclists were walking around with big smiles. The BLM had reached a definite conclusion in their massive report: "The race and attendant actions will produce only momentary intrusion of noise, fumes and dust that will not significantly affect long-term productivity of this environment."

Victory is sweet. So is racing — which is what the report said we could then do. On November 7, with only 22 days left before the race, a land use permit was reissued.

Unfortunately, the BLM stipulated the report referred only to the 1974 race. If the club wants to put on the race in 1975, which they do, another report will have to be made. Dumb. And this will give the Sierra Club and others more opportunity to lobby against us.

If some people want to know who those "others" are, San Gabriel M.C. obligingly names them in the results of the race. Listed under the category "No Thanks To" are the



Someone still has some energy left.



It's a long push to Vegas.

Desert Protective Council, Inc., High Desert Environmental Defense Fund, the Nature Conservancy, and the Automobile Club of Southern California.

But all the club's problems are behind the scenes. It's going on right now and probably will continue to go on as long as there are motorcycles, open land and unrealistic nature people.

Closer to home are the racers' problems. Preparing for Barstow to Vegas accounts for probably 50 percent of the problem of finishing. If you want to finish, spend more time on your bike. If you want to win your class or at least trophy, spend more time on your body. Of course that leaves the other 50 percent of the problem of finishing. How to finish and place good? Prepare your bike, your body, and mix in with a large supply of skill and luck. Skill comes only with racing the desert. You need it to win.

Some people say they don't need

luck, that it's all skill. Bull. Tell the expert who got centerpunched on the start line about luck. "Why me?" he asks. The guy who hit him wasn't even racing. That expert was prepared, but his shock was still broken and his swingarm was still bent.

Tell that novice who ran over that board with nails in it that luck has nothing to do with racing. The trail was half a mile wide across that valley and he just happened to ride where the board was. Guess he should have seen it half buried with only the nails sticking up. Naw, luck has nothing to do with it. It's all skill and endurance.

Problems aside, when you pack and leave for Barstow you're entering a dreamlike weekend. Leaving Friday morning for the Saturday race gives plenty of time to get a race face on. About ten miles or so past Barstow you can see the van and camper city that was born in the last 24 hours. There is a continual line of dust showing where the line from

the start to the smoke bomb will be.

Pull into the camp and find your club or the group you'll be pitting with. Or whomever. Ya gotta be kidding, they've already set up a short track just outside of camp. Well, you have to do something to wear off the nervous energy before a race. It may as well be pit racing by the full moon.



Sandwashes were abundant. So were people watching from the freeway. More of an audience than the desert people usually have.

"Hey, you better get over to sign-up, they're already out of extra-large T-shirts." Everybody wants an extra-large shirt. So you unload quickly, sign up and get your free bag of tricks. T-shirt, decals, patches, a poster, typical motorcyclist-type paraphernalia.

"Better not waste all day before you check out the bomb."

"Why, is it any different from last year?"

"No. But you *have* to ride to the smoke bomb."

It's all part of the ritual.

As the evening wears on everyone eats a good dinner and begins to think about bed. It's only nine o'clock but it has been dark since five and it seems like midnight. It's good to tell yourself that anyway. A little extra sleep won't hurt.

"Who's this pulling in so late? No. You drove up to Vegas this morning to gamble? Well, did ya win? . . . Oh."

The morning of the race is crazy and beautiful. If you can enjoy being nervous and enjoy watching your pit crew, girl friend/wife and everyone else leave an hour before the race to beat the traffic and enjoy standing around in 30-degree weather wondering what it is on your bike that you forgot to check,

then it's beautiful. Some just get up and go straight to the start.

The Start. Best part of the whole race for one thousand four hundred and forty three racers. That's how many didn't finish. For them the start was the thrill of the weekend. For one thousand four hundred and eighty racers, the start was second in the hierarchy of thrills. The finish was first.

Like we said, even after the start the first hundred miles are great. Of course there's dust in spots. Of course everyone falls down once. Or twice. Or three times. But it's still

great. Try dicing with some guy for an hour, then have the satisfaction of suddenly breaking away from him. Time for another private race. And another and another.

Even the fast guys have private races. Only difference is, everybody watches them. Art Knapp, 43-year-old Husky rider and former Number One Heavyweight, led it from the smoke bomb to the first alternate gas. Somewhere out there Art watched Jack Johnson and A.C. Bakken go by. Then Bob Balentine decided he wanted to lead this thing for a while. He did. Until he found a

Love At first Sight

We can't guarantee that you'll get to kiss the trophy queen every week, but you'll love the super fit and pro-quality of SCOTT Goggles! They're vented to minimize fogging and dust penetration. The soft frame is unbreakable and absorbs shock in case of a fall. They're available with clear and polarized lens. The extra wide band and thick foam rims will give you a comfortable fit. Stop by your dealer or accessory shop and get a set of SCOTT goggles. You'll love them!

SCOTT USA
P.O. Box 187, Sun Valley, Idaho 83353

rock with his name on it and his rear wheel collapsed.

A.C. Bakken then had the lead for a long time. Until Mitch Mayes caught him. Mitch had been busy with his own problems. He had demolished his front wheel during the start and had to stop and replace it at the first check. Petty annoyances like that tend to slow most people down. Not Mayes. He was somewhere in the 20s overall through the second gas and caught Bakken some miles after that. How would it feel to be running tenth overall out of 3000 and watch some guy fly by you? Hard to imagine. Anyway, Mayes

caught his Husky teammate Bakken and they came into the finish together. Not just figuratively together. Really together. They were hand in hand and wanted the race declared a tie. S.G.V.M.C. is always ready to oblige, so in the results we have 1. A.C. Bakken, 1. Mitch Mayes, 2. Art Knapp, 3. Scott Harden, 4. Dave Lapraik.

Lapraik got first 250. First 175 was Dean Modesett at an incredible sixth (fifth) overall. He must have had his Penton wide open because the next 175 was Bill Friant at 53rd overall. Third and fourth 175 expert was one of those private battles all

the way into the finish. Garry Conner and Frankie Keepers were about a foot apart and neither one backed off clear through the checkered flag. Neither backed off and neither felt like they had to hold it open. But they did.

And so on it goes through the result list. Of the 1480 who finished, everyone felt a victory of sorts. We'd like to list them all but of course we can't, and there's really no need to. They all know what they've done even if they don't know why they did it.

Guess that the start and finish really do make up for those last 50 or 75 miles when your legs ache and your throttle hand is cramped and your kidneys feel like you left them at the third check and the guy behind you is trying to pass and you know he is just as tired as you so to let him pass would only show he's a better racer so you don't let him pass. Even if he does get by, you didn't let him. I guess it is worth it. I guess that's why I've started the race six times and will be back next year. God, I hate those last 50 miles before you can see Vegas. God, I love that finish.

NEW for 1975

The NEW "Torquer" for 1975 Improved design of DG's famous pipe... most copied pipe in the industry. Get your *original* from DG.

Honda CR250....\$58.95, Honda CR125....\$48.95 also for

KS125, KX125, TM125, YZ125, YZ80,

Send \$1.00 for DG's New 1975 "Book of Tricks"

The NEW "Hi Torquer" for CR125

Up-sweep design, excellent for moto-x, desert, enduro. No frame or air-box mod's required. Diagram shows how to trim head fins. Soon available for other models. CR125.....\$69.95

The NEW "Tiger Torquer-A"

All - Aluminum Pipe for Honda XR75

A completely new line of aluminum pipes, beginning with the XR75, soon available for other models. Lightweight, equals steel pipe performance. \$42.95



DG Performance Specialties Inc.
5552 La Palma Ave. East
Anaheim, Calif. 92806
714/ 639-7020

Not Recommended For Beginners.

THE AMAL FAST THROTTLE

with Beck/Arnley Motocross Grips

For motocross or street, get flick of the wrist acceleration with the revolutionary, new AMAL Fast Throttle from Beck/Arnley. Just a slight turn and you're wide open. It comes complete with a pair of Beck/Arnley motocross grips and throttle cable boot.

Available from Beck/Arnley Corp. and your regional Beck/Arnley Distributor



MOTORCYCLE PARTS & ACCESSORIES
BECK/ARNLEY CORP.



Beck/Arnley Corp. • 548 Broad Hollow Road, Melville, L.I. N.Y. 11746

RESULTS

Since it's impossible to reproduce all the entrants or even all the finishers, here's a sampling for your entertainment. We have the first ten finishers, a middle-of-the-packer, the last ten, a DNF, and a DNS. That should cover it.

1	Mitch Mayes	Hus
1	A.C. Bakken	Hus
2	Art Knapp	Hus
3	Scott Harden	Hus
4	Dave Lapraik	Yam
5	Dean Modesett	KTM
6	Doug Winchell	Bul
7	Al Baker	Hus
8	Rick Jones	Bul
9	Ron Wright	Yam

...

819	Vic Krause	Mai
-----	------------	-----

...

1470	Richard Guise	Yam
1471	Ron Pember	Hus
1472	Mick Collins	CZ
1473	T.W. Ranberg	BSA
1474	Rich Osbourne	Puc
1475	Duke Ponzi	Mai
1476	Kevin Studer	Pen
1477	Gary Lonskey	Yam
1478	Steve Boyd	Hus
1479	Hal Martin	CZ

...

DNF	Scott Flyman	Hod
-----	--------------	-----

...

DNS	Randy Sutter	Hon
-----	--------------	-----



The feet-up Swedish slider, Bengt Aberg, finished ninth riding three different bikes. He won the last GP moto of the season, swept the *Motocross des Nations*, and will lead the Bultaco 500 team next year.

Roger lost it by nine points. After the first four GPs he was down to 56 when Heikki had 114. But by the end of the season, he had won seven races to Heikki's ten.



tightened the points race more. The United States GP was the place where our riders besides Brad got a chance to score some points. We got four riders into the standings: Brad (10th), Pierre Karsmakers (14th), Jimmy Weinert (22nd) and Marty Tripes (33rd).

Back to Holland for the next race; Heikki with a first there; Roger with a first and a third! Still tighter, but still behind.

Belgium was next to last — and one of Roger's favorite tracks. But they both got a first and a second.

Down to the wire and Luxembourg. Everything was an "if." If DeCoster could take two wins *and* if Mikkola got no higher than third, then

The gate went down and Christer Hammargren and Roger got the holeshot. Behind them, Bengt Aberg and Adolf Weil. Then Mikkola. Heikki got Weil and Aberg. Roger pulled 12 seconds on Hammargren. Then Heikki slipped by Christer and took off after Roger. He never got him. Roger's Suzuki started making funny noises on the eighth lap and he DNFed. Heikki slowed down, but not enough to give it away.

After the moto, Heikki and Roger went to the Husky pits and drank a bunch of champagne. Flushed and smiling, Heikki was led back to the starting line by his crew for the second moto. The World Champion circulated in sixth place, smiling at the crowd.



☛ Pudding bowl helmets are still in style for French riders.

500cc WORLD CHAMPIONSHIP

		AUS	FR	ITY	DEN	CZECH	GER	ENG	U.S.A.	HOL	BEL	LUX	TOTAL
1.	H. MIKKOLA	FINLAND	HUS	15-15	15-12	15-0	0-0	0-10	8-12	15-0	15-12	15-5	174
2.	R. DECOSTER	BELGIUM	SUZ	2-0	12-12	0-15	10-6	0-15	15-10	10-15	12-15	0-12	165
3.	A. WEIL	W. GERMANY	MAI	12-12	0-4	10-5	15-12	10-0	4-5	6-0	0-16	10-8	133
4.	G. WOLSINK	HOLLAND	SUZ	6-3	2-8	0-8	8-15	12-0	12-15	12-12	0-0	0-0	124
5.	J. VAN VELTHOVEN	BELGIUM	YAM	0-1	6-6	6-6	10-0	15-12	10-6	8-0	0-8	12-10	109
6.	W. BAUER	W. GERMANY	MAI	10-10	5-5	5-0	12-10	0-6	0-2	0-4	0-0	0-0	85
7.	A. JONSSON	SWEDEN	YAM	5-6	4-0	12-4	6-8	6-3	2-0	5-8	10-5	5-6	85
8.	A. KRING	SWEDEN	HUS	4-4	10-3	0-0	4-10	8-8	0-0	4-10	8-6	0-4	80
9.	B. ABERG	SWEDEN	BUL	8-8	0-0	8-3	3-0	2-5	3-1	0-0	0-0	0-15	69
10.	B. LACKEY	U.S.A.	HUS	0-0	1-2	0-10	0-3	4-4	6-0	0-6	0-4	3-2	55
11.	O. TOMAN	CZECHOSLOVAKIA	CZ	3-5	8-0	3-5	4-0	0-0	0-0	0-0	0-0	0-0	28
12.	A. LODAL	DENMARK	MAI	0-0	0-0	0-0	1-3	0-0	0-0	1-3	6-2	0-0	16
13.	V. POPENKO	U.S.S.R.	CZ	0-0	3-10	0-0	2-	0-0	0-0	0-0	0-0	0-0	15
14.	P. KARSMARKERS	U.S.A.	YAM	0-0	0-0	0-0	0-0	0-0	5-8	0-0	0-0	0-0	13
15.	J. BANKS	ENGLAND	CCM	0-0	0-0	0-0	0-3	0-0	0-0	0-0	0-0	6-0	13

MANUFACTURER'S CHAMPIONSHIP

		AUS	FR	ITY	DEN	CZECH	GER	ENG	U.S.A.	HOL	BEL	LUX	TOTAL
1.	HUSQVARNA	15-15	15-15	15-12	15-12	15-3	4-4	8-10	8-12	15-10	15-12	15-5	174
2.	SUZUKI	6-3	12-12	0-15	8-15	12-15	10-15	12-15	15-15	12-15	12-15	0-12	171
3.	MAICO	12-12	5-5	10-0	12-5	10-12	15-12	10-6	4-5	6-4	6-10	10-8	133
4.	YAMAHA	5-6	6-6	12-6	10-0	6-8	5-8	15-12	10-8	8-8	10-8	12-10	123
5.	CZ	3-5	8-10	3-5	2-0	4-5	0-0	5-0	0-0	0-5	5-0	2-1	60
6.	BULTACO	0-0	0-0	2-0	0-0	3-0	6-5	2-5	3-1	0-0	0-0	0-15	42

250cc WORLD CHAMPIONSHIP
(Best 12 finishes count)

			SPN	ITY	CZECH	POL	YUG	ENG	GER	HOL	FIN	SWE	SWZ	TOTAL
1.	G. MOISEEV	U.S.S.R.	8-15	-12	5-	15-15	-12	10-10	12-	5-6	1-15	6-15		145
2.	J. FALTA	CZECHOSLOVAKIA	-10	15-15	-15		-15	8-4	-12	-15	12-	-8	10-3	139
3.	H. EVERTS	BELGIUM	5-12	10-4	-8	8-	4-	15-8	1-6	10-8	15-8	8-	15-15	132
4.	T. HANSEN	SWEDEN			8-		15-10	12-15		0-		15-10	-10	101
5.	G. RAHIER	BELGIUM	1-	-8	3-3	12-12	8-	1-	15-10	8-	2-	3-2	6-8	96
6.	H. ANDERSSON	SWEDEN	10-8							-5	10-12	12-12	12-	81
7.	P. RULEV	U.S.S.R.	12-5		10-2	10-1	10-5	5-6				-4	5-	75
8.	M. HALM	CZECHOSLOVAKIA			6-12	-10	12-8	3-	2-4	1-	4-	4-	4-	70
9.	H. MAISCH	W. GERMANY	2-6	12-		5-6	6-	-12					8-12	69
10.	J. ROBERT	BELGIUM	6-2	8-		4-		2-	8-15			10-3		58
11.	S. GEBBERS	BELGIUM	-4			6-			10-3	15-12			3-	53
12.	R. BOVEN	BELGIUM	15-	-6	-4	1-		-5	6-	12-				49
13.	T. SUZUKI	JAPAN		6-					-5	-10	8-5	5-6		45
14.	J. POMEROY	U.S.A.	4-1		4-10						3-10	-5	-4	41
15.	V. ALLEN	ENGLAND	-3		2-6	-8		6-	-8					33

MANUFACTURER'S CHAMPIONSHIP

		SPN	ITY	CZECH	POL	YUG	ENG	GER	HOL	FIN	SWE	SWZ	TOTAL
1.	CZ	-10	15-15	15-15	2-10	12-15	8-4	2-12	1-15	12-6	4-8	10-6	156
2.	KTM	12-15	2-12	10-2	15-15	10-12	10-10	12-	5-6	1-15	6-15	5-2	153
3.	SUZUKI	6-4	8-8	3-3	12-12	8-	2-	15-15	15-12	2-	10-3	6-8	129
4.	PUCH	5-12	10-5	-8	8-	4-	15-8	1-6	10-8	15-8	8-	15-15	124
5.	YAMAHA	10-8	6-1			3-3		4-5	3-10	10-12	12-12	12-10	111
6.	KAWASAKI			8-	-3	15-10	12-15	-1	6-2	-1	15-10		98



Sylvain Geboers only won one moto this year; in Holland.



Falta is passing teammate Rybaltchenko (48). Moments later the Russian centerpunched the Czech. Nice guy.



Eugeny Rybaltchenko, Stalin would have loved you.



Torao Suzuki — a Yamaha rider, naturally — scored enough points for 13th, one notch ahead of Jim Pomeroy.



Ah, the glory of it all. Two tired Swedes, Hakan and Torleif.



Jaroslav Falta.

Moiseev.

It didn't last. At the Hyvinge track in Finland, Everts and Moiseev won firsts. Moiseev shared Swedish firsts with Hansen, who claimed the

overall. There were reports of foul play between Moiseev and Falta during the first moto of that GP.

So it came down to the Swiss GP in Wohlen. Moiseev only needed one second to lock it up. Falta needed two seconds. As it turned out, the Russian scored no points at all — but still won.

That first moto Falta took off like a rocket. No one could come close, though Everts and Hakan Andersson tried. So Falta was leading. And Moiseev was putting around with two blown shocks. Waiting for Falta. When Falta tried to lap the Russian, the KTM rider made every effort to slow him. Everts and Andersson caught up. Then Falta got by. Moiseev knocked him down. But only momentarily. Falta was up and going, but it was third place now.

Falta had to win the last moto overall. Nothing else could do it. Even though Moiseev had pulled off during the first moto.

As the gate fell, Falta jumped it and flew. He was still leading during the seventh lap when Moiseev quit again. But a lap or two later Victor Popenko (another Russian rider, imported from the 500 class) and Eugeny Rybaltchenko (a CZ rider, but a Russian) put a squeeze play on Falta as he lapped them. It didn't work, so Rybaltchenko rode into Falta, knocking him down. Again!

He remounted furiously. The spectators whistled and shouted at the Russian tactics.

They tried to do it again. But Falta was wary.

Officials black flagged the Russians.

Falta was back into third place, trying to regain what he'd lost. Russian mechanics threw stones. One tried to push a stick through Falta's spokes.

But nothing could stop Falta.

He caught Rahier and Everts, both of whom had seen what had happened and slowed to wait for Falta, and the CZ took the flag.

The champagne bottles were empty. The crowd had gone home thrilled that Falta had won. His title existed for two hours until the jury penalized him one minute for jumping the start. That put him down to eighth. His own protest was disallowed.

The title went to Moiseev and KTM.

So they say.

Correspondent Frank Highland (President of the Edison Dye Fan Club) sent us the following spy notes on the new Harley 250 motocrosser due this summer:



(1) Engine based on the new 250 Enduro. Lotsa low end, not enough on top. Test riders said a lotta stock production bikes will blow it in the bushes. (2) Pipe. Two pieces, split at head pipe. Two pieces, split at head pipe. Dimensions still in a state of flux. (3) Carburetor Dell'Orto, all new. Works bitchin'. Looks like a Bing with Mikuni gear. (4) Swingarm. Box section. They're testing two different length swingarms. (5) Suspension. No springs, just gas (probably nitrogen) and oil. There are forks on both ends. Front forks are standard looking except for hoses, check valves and fill connection for the gas. The rear forks look like front forks but the swingarm mounting is about three and a half to four inches from the bottom of the sliders. Bosses are cast into the sliders for this purpose. The rear forks are laid forward at a more radical angle than the front forks. Test riders say they're great, but the front forks need more travel. Six and a half inches at the rear. (6) How do it work? Test riders Terry Clark (Husky) and Mike Lewis (local Yamaha) liked it but felt it was a bit too hefty and somewhat top heavy. Still work to be done. (7) No reed valves. (8) Couldn't find out a #!!*! about the frame. (9) If the engineers would've found out who I was they would've strung me up right then and there. (10) This spy business is fun.

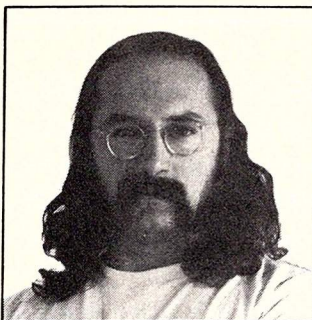
* * * *

Continued

Bassani speaks out on noise.

WE BELIEVE IN QUIET!

We at Bassani Manufacturing are deeply concerned about unnecessary and excessive exhaust noise, that's why in 1970 we were the first to stop making conventional expansion chambers and committed our efforts to the design and building of "Quiet Pipes". And since then we continued to improve and perfect cycle exhaust systems to yield maximum performance at minimal sound emission. We have proven that a well engineered silenced exhaust system can perform as well or better than any loud exhaust. So there is no reason to run noisy exhausts on the street or on the track. Yet we still see cyclists with loud, noisy chopped and butchered mufflers or open exhaust pipes. If you are running a stock exhaust, **KEEP IT STOCK!** If you want an accessory exhaust system, buy a good reputable brand name, whether it is a Bassani system or someone else's. Don't attempt to remove the baffles or modify the system to increase the exhaust noise level. For motorcycling's sake, **KEEP IT QUIET!**



Our business is making and selling **QUALITY and QUIET EXHAUST SYSTEMS.**

Bassani
Manufacturing
*QUALITY & PERFORMANCE
WITHOUT COMPROMISE*

Send 50¢ for brochure.

3726 E. Miraloma, Dept. DB, Anaheim, CA 92806 (714) 630-1821

MOVING?

Use this form to notify us at least 6 weeks before you move. Attach address label from a recent issue or print your name and address exactly as shown on the label.

Current Address

Name _____
Address _____
City _____
State _____
Zip _____

Mail form to
DIRT BIKE Magazine
Subscription Dept

Box 317,
Encino, CA 91316

New Address

Name _____
Address _____
City _____
State _____
Zip _____

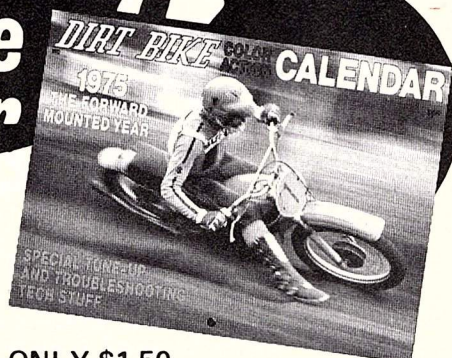
**DYNAMIC ACTION!
GREAT COLOR!**

the 1975 Dirt Bike Calendar

**VALUABLE TUNE-UP AND
TROUBLE SHOOTING
TECH STUFF**

- Spark plug cross references
- Torque value chart for most nuts and bolts
- Timing and plug gap info for street and dirt bikes
- Fuel/oil mix ratios for 2-stroke fans
- Twelve months, arranged in order with varying numbers of days each
- Holidays, even some new ones
- PLUS a 1/4-inch hole (to hang it up with)

ONLY \$1.50



DIRT BIKE CALENDAR

P.O. Box 317, Encino, California 91316

Send check or money order for \$1.50 plus
25¢ for each calendar ordered for postage
and handling. D5-4

Name _____
Address _____
City _____
State _____ Zip _____



**THE WORLD SPORTS MOTOCROSS
JERSEY WILL GIVE YOUR RIDING
GEAR THE COMPLETE LOOK!
NYLON VENTED WITH PADDED
ELBOWS AND INCLUDES YOUR BIKE
LOGO ON THE FRONT AND
SLEEVES WITH YOUR NAME AND
NUMBER ON THE BACK.**

**SEND \$13.95 + 50¢ POSTAGE AND
HANDLING TO:**

**WORLD SPORTS PRODUCTS, INC., ATTENTION NANCY
HIGHLAND & WHITE STS., P.O. BOX 310
GREENSBURG, PENNA. 15601 or call (412) 836-1302**

SIZE: S M L XLG COLOR: 1st choice 2nd choice
BIKE NAME _____
RIDER'S NAME _____ BIKE NAME ON SLEEVE YES NO
RIDER'S NUMBER _____
NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

All Orders must be paid in U.S. Dollars

BITS & PIECES from page 77

QUOTES OF THE MONTH

"Since I started growing this beard I don't recognize anybody." Preston Petty at Saddleback Trans-AMA.

"This job's just like hacking your way through a jungle. Everytime you get to a clearing there's more there waiting for you." George Wegner.

"One of the flayrobs have gone out of skewer on the treddle." Anonymously appeared on black-board of spacious, well lit, high zoot DIRT BIKE editorial offices.

"You think you could find a popsicle stick when you want one." Chet Heyberger, sucking on a broken finger and looking for a splint at the track.

* * * *

Eight Week Lead Time Lag Blues
Rumor Department. Hot Inside
Information That May Already Be
Well Known By The Time You Read
It Here.

Penton has a new 125 motocrosser due out this spring. They're going the MX/YZ route with two bikes, the old standby 125 enduro racer and the new motocrosser just for racing.

Japan shipped at least one 250 ISDT Elsinore prototype over here late last year. Course Kawasaki has had protos floating around since 1972 and hasn't gone into production yet. But Honda just might.

New bikes to look for this spring and summer. Honda MR175 competition enduro and TL250 trials machine, aforementioned Penton 125 MXer and Harley 250 racer, new 320 Montesa Cota trialer, Kawasaki KX400 (which probably won't be a "Jimmy doesn't ride for us anymore" replica), Hodaka 250 Thunderdog trailer, Bultaco Two Day Qualifier Pursangs (250 and 360), and Ossa 250 Super Pioneer (SDR engine in Phantom frame with lights). And just like last year, Yamaha may introduce some of their '76ers early on. That means monocross treatment for bikes like the 125s that didn't get it for the '75 models.

* * * *

We're supposed to tell you about the new, improved Crash and Burn Special that went on sale March 6. One hundred pages of gruesome

DIRT BIKE

destruction for a meager buck and a half. Buy several. Crash and Burn Specials have been known to cure the runs at important desert races.

* * * *

Chet-1, Len-4, George-1. Totals for the year to date: Chet-11, Len-12, and George-3.

* * * *

Where's Charlie? Charlie Kloppenburg decided to head on back to school and get some high falootin' type education.

* * * *

Cover blurb that somehow never got used. March, 1975. Yamaha DT400. Brawny Beef Blazer.

* * * *

If you are a motorcycle mechanics school or a graduate of one, send us your (its) name and address. We'll put all the information together and publish it as a public service and simultaneous space filler.

* * * *

Other uses for gray tape not mentioned in the March issue. Taping Jim Pomeroy's nipples. Splinting Heyberger's bum finger, even if he couldn't find a popsicle stick.

* * * *

DB's Jim Connolly did win the Number One plate for District 37 Open class motocross after all. Seems the point totals had been screwed up and the recount showed that Jim, who also took the 125 title, edged Bultaco's Mike Hannon. So what we wanna know is: When are you gonna get off your duff and start riding the 250 class, Jim?

* * * *

John Penton told us that the Monark 175 posted the fastest time in last year's ISDT after six grueling days with a "junk Sachs gearbox." John likes Sachs gearboxes. Wonder who he was quoting?

* * * *

Continued



1776... and Great American Winner, George Washington... and today

CARLISLE

The Winning

TIRE



Washington crossing the Delaware with a bike? Not in 1776, but you can just bet he would have if he'd had the choice... George would have raced across the frozen Pennsylvania farmland and scampered after the British on a pair of Carlisle Motocross tires with the tread that grips. Why not try a pair of Great American Winners... Carlisle Tires... at leading motorcycle dealers everywhere.

Carlisle Tire & Rubber

CARLISLE

Carlisle Tire & Rubber Company
Division of Carlisle Corporation
P. O. Box 99 • Carlisle, Pa. 17013



VANTASTIC!

The all new Auto Reports

with a special issue on vans, conversions, paint jobs, clubs... and stories on the exciting '75 autos.

ONLY **\$1.00**

ORDER YOUR COPY NOW

Auto Reports
THE MOTOR WORLD TODAY
VAN SPECIAL

P.O. Box 317
Encino, California 91316

Enclose \$1.00 plus 50¢ for postage and handling for each copy ordered.

Name _____

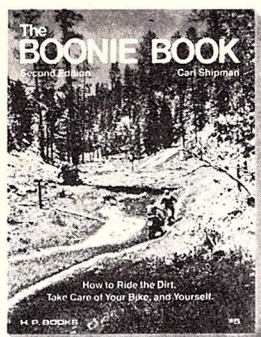
Address _____

City _____

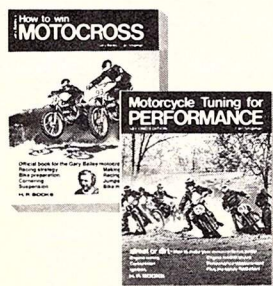
State _____ Zip _____

MX 3-4

SUCCESS DEPENDS ON HOW YOU DO IT!

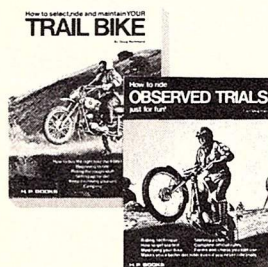


THE BOONIE BOOK is the best on off-road fun. How dirt bikes work and how to ride them. **SATISFACTION GUARANTEED!** \$5.95 plus 30¢ shipping. \$6.25 pp.



Gary Bailey tells you **HOW TO WIN MX!** Cycle News says "You won't be disappointed." Moneyback guarantee. \$6.25 pp.

MOTORCYCLE TUNING FOR PERFORMANCE by Carl Shipman. New Second Edition. **Solves your tuning problems or money back.** \$6.25 pp.



TRAIL BIKE—How to get there and back. \$6.25 pp. **OBSERVED TRIALS** in the USA. How to ride, score, lay out sections, start a club, improve your bike. Goody by Shipman. \$6.25 pp.

RAP-ON FORK COVERS save seals. Install in 5 minutes, no disassembly. **Practical protection that works.** State make and model. Most bikes \$5.95 postpaid. Maico \$6.95.

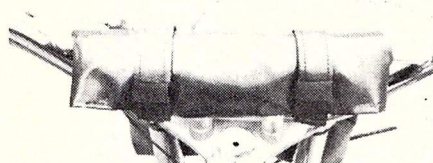
THE DIRT RIDER



With The Dirt Rider's **CHAINLUBE MIX**, you add oil to solid lubricant powders, shake and giggle. Chain chuckles. **Guaranteed best!** Try it \$2.95 pp.



Original **POCKET TIRE PUMP** works off engine. **Fits all bikes**, street or dirt. Practical, only 7 ounces. \$6.95 pp.



CROSS BRACE BAG is the one others try to copy. Three compartments for tools. Velcro straps, waterproof, durable. Carry everything you need for trail or enduro. \$6.95 pp.

THE DIRT RIDER

PO Box 26705
Tucson, AZ 85726

Please send: _____

Allow 3 weeks. MONEYBACK GUARANTEE!

Name _____

Street _____

City _____ State _____ Zip _____

My bike is: Make _____ Model _____ Year _____

NEW CATALOG—50¢ or FREE WITH ORDER

Enclosed is \$ _____ by check, MO

Put that torch down! Claes Nilson from Husky gave us a call and told us that what we had labeled as Mike Hartwig's trick new swingarm on page 40 of March's 250 GP test was in reality Mike Hartwig's untrick unheat-treated old swingarm. The new trick swingarm on the GP requires no gusseting because it is heat-treated. In fact, attempts to gusset it would only weaken it.

Attention Lady Racers! Grace Butcher would like to hear from you. Swell. Who's Grace Butcher? Fair question. She's an Assistant Professor of English at Kent State University who has been asked by Harvey House Publishers to do a book about motorcycle racing for girls and women. She's held half mile records, (spiked shoes type), is a published poet and has written for *Sports Illustrated*. She also took up motocross (125 Suzi) this past year at the age of 40. Write to her at P.O. Box 274, Chardon, Ohio 44024 and she'll get back to you requesting the information she needs. Get to it.

Notice how wearing those WIN buttons has really turned things around? Yeahsure. Brian Littler at American Pro told us he has his own plan for fighting the recession. Any rider laid off on his job because of the sagging economy can get a 30 percent discount on the purchase price of American Pro boots (Norstar/Munari), helmets, leathers and other items. Send written proof that you've been laid off (January 10th or later) to Brian at American Pro, P.O. Box 265, Manchester, New Hampshire 03101 (603) 668-5995.

TED EVANS

MARINA DEL REY



LET US MAKE YOUR BIKE GO FAST!
(Trick Stuff)

WE CARRY ALL OF THESE BRANDS:

13347 W. WASHINGTON BLVD. (213) 390-3406
LOS ANGELES, CALIFORNIA 90066

Send \$3.00 for 256 colorful page catalog with more than 5500 items.

RIDERS WRITE from page 18

- was typing.
6. Inflation.
 7. Someone slipped on a pair of trick Konis and we thought they were standard equipment.
 8. Blame our typesetter.
 9. All of the above.
 10. None of the above.
 11. Some of the above.

This may start a whole new craze!
Phil Coconis
Torrance, California

We liked 1 and 3 the best.

WRITER'S RANT

I just finished reading the most fabulous article in your "DIRT BIKE Tech Manual, How to go Fast." Everybody ought to read it. I am speaking, of course, of the incredibly important and well-written gem of wisdom about sprockets and rear tires entitled "Perfect Set of Teeth" by D.L. McKiernan. There is no doubt in my mind that D.L. McKiernan has written the most important set of words to come down the pike in a long time, deserving of DIRT BIKE's

equivalent of the Pulitzer Prize. Here's one rider that's hoping to see more of this great writer's work in DIRT BIKE.

Team Bengt Phorks lives!
D.L. McKiernan
Westerville, Ohio

McKiernan, you've been reading too much Norman Mailer. It's rotted your mind. Besides, the DIRT BIKE equivalent of the Pulitzer Prize is a brass pizza. What would you want with that?



OUTBURN

Hey, DB, catch this pic of my Yammer burning it backwards!
Philip Kubeck
El Centro, California

RIDER WRITING

What was the reason for putting Eric Widgen's letter in the Jan. '75 issue after you already put it in the Feb '75 issue?

Dan Finberg
Lauderhill, Florida
PS: Are you short on letters?

No.

IOWA?

What's faster than WFO, can leap the GYDBT in a single bound, and can butcher a cow between motos?

An Iowa motocrosser!
Now, that's WFO!

An MXer
Ames, Iowa
PS: Yes. IOWA!

DR. HIGHLAND MALPRACTICES

This is to advise you that I am possessed by a '72 garden variety Penton and performed my Penton pipe surgery exactly as directed. After crashing the main part of the pipe to the floor, I was amazed to learn that you had pulled a giant bozo. In short, not only was my

Continued on page 83

EXTRA!

SPECIALS

for people who like to do it in the dirt!

DIRT BIKE SPECIALS
P.O. Box 317, Encino, California 91316

Please check the publication you want to order and the quantity. Be sure to enclose the proper amount of money. Add 50 cents postage and handling for each copy ordered.

Name _____

Address _____

City _____

State _____ Zip _____

HOW TO GO FAST

☐ HOW TO GO FAST

☐ THE BEST OF DIRT BIKE TESTS

☐ 125cc TESTS

☐ CRASH AND BURN SPECIAL

☐ DESERT RACING

☐ MOTORCYCLE RIDER'S GUIDE

☐ DIRT BIKE BUYER'S GUIDE

HOW TO GO FAST TECH MANUAL - \$1.50
Key tech articles on spokes and sprockets, jetting and timing, shock rebuilding.

DESERT RACING - \$1.50
All the inside tips on trick bikes, sand slamin' and rock rammin'.

THE BEST OF DIRT BIKE TESTS - \$1.50
31 1/2 dynamite tests, Husky, Bultaco, Honda, Yamaha and many more.

125cc TESTS - \$1.50
The hottest tests on the hottest bike trip around ... Carabell, Hodaka, Penton, Suzuki and all the rest.

DIRT BIKE BUYER'S GUIDE - \$2.00
A complete and detailed guide to all the equipment and accessories necessary to be "in" as a rider.

CRASH AND BURN SPECIAL - \$1.50
Astounding! Gruesome! Bizarre! 100 pages of the wildest pucker-power photos in existence.

MOTORCYCLE RIDER'S GUIDE - \$2.00
Special all Honda issue ... complete with road tests, tune-up tips and specifications on all Honda models.

PLUS PRODUCTS Tank, T & Sweatshirts

• COLORFUL
• DURABLE
MADE OF 100%
PREMIUM COTTON

M-253 

M-98 

M-248 

M-250 

M-281 

 M-531

 M-171

 M-130

 M-279

M-255 

 M-621

M-254 

M-241 

M-249 

M-96 

M-138 

 M-111

 L-15

 M-534

 M-286

M-132 

 M-114

M-252 

 M-219

M-251 



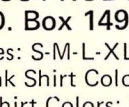


 M-111

 L-15

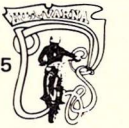
 M-534

 M-286

M-132 

 M-114

M-247 

M-245 

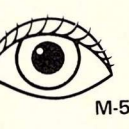
M-243 





 M-182

 M-137

M-280 

 BB

M-246 

M-51 

M-237 

M-66 

M-180 

 M-182

 M-137

M-280 

 BB

M-244 

M-240 

M-207 

M-270 

M-613 

 M-188

 M-172

M-287 

 DB



PLUS PRODUCTS, INC
P.O. Box 14945 Las Vegas, Nevada 89114
Sizes: S-M-L-XL
Tank Shirt Colors: Orange, Yellow, Blue
T-Shirt Colors: White, Red, Yellow
Sweatshirt Colors: Red, Yellow, Blue, White
T-SHIRTS, \$4.45 with emblem on front. \$5.45 with emblem on both sides. SWEATSHIRTS, \$5.95. TANK SHIRTS, \$3.95 with emblem on front. \$4.95 with emblem on both sides.
Nevada residents add sales tax. Add 50¢ per shirt for postage and handling.

Name _____
Address _____
City _____
State _____ Zip _____

D-5-4

Specify designs, sizes,
color and type of
shirt desired.

RIDERS WRITE from page 81

stinger not perforated, but there was no square plate tack welded to the end of the reverse cone.

I could have taken out my baffle/spark arrestor and accomplished the same result *without* hacksawing my bike to death!

To add insult to injury, I now have to expend \$14 for a silencer.

Tell Frank Highland to do some homework before his next article.

Bruce Burttram
Birmingham, Alabama

Highland, were you listening?

WRITER'S CRAMP

After I read the December issue, I was shocked at the idiotic articles you had in it such as "The First and Last Annual Riverbottom Grand Prix" and "Heads: Head to Head Shootout." You guys must have been desperate.

Wally Sears
Ponte Vedra Beach, Florida

Sears, does this mean that you have never, ever, in your life bench raced, or even . . . ?

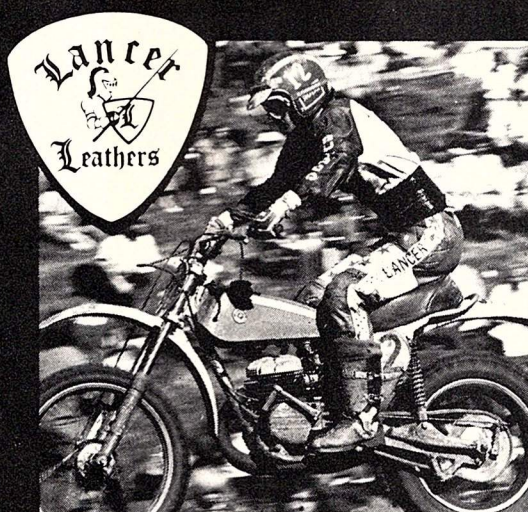
PRICE FIXING

I would like to express my displeasure with the fact that in the 360 YZM article you published the dealer cost of the machine. If a future customer doesn't realize all the additional cost to a dealer, such as freight, preparation, interest rates and just plain overhead of a business, then it will be extremely difficult to explain the retail price. I'm sure that no dealer, no matter how honest, no matter what product, would want you to publish "confidential" information. I have never seen such info printed in an article before, and I hope I never do again!

Glenn Jordan
Glenn Jordan's Motor Sports Inc.
Columbus, Ohio

Way back when this industry first started, manufacturers built the best

Continued on page 86



JIM POMEROY should be 50% cooler this season in this new Pomeroy style M-X leathers, by LANCER LEATHERS. They are designed to let out body heat and let in fresh air without loss of protection. Pants are equipped with space age plastic knee cups, padded hips, lined, light-weight leather, sewed with polyester thread. Put this all together and you have the HOTTEST, we mean the coolest, set-up going.

Available in the following styles:
Pomeroy style-Red/white/blue
Team-like styles available: Honda, Yamaha, Kawasaki, Bultaco

Name _____
Address _____
City _____
State _____ Zip _____

LANCER LEATHERS

10624 N. 19th Ave. DB Phoenix, Arizona 85029

Write, today, for FREE catalog!

CUSTOMIZE Vans, Trucks, Cars FOR BIG PROFITS AT HOME!

Start making money fast—even beginners! Exteriors, Interiors. Learn at home, spare time... what to do, how to do it! Few dollars for materials brings hundreds of dollars for the job. No need to quit school or job. Six exciting kits teach you painting, upholstery, carpeting, decals, etc.—all at no extra cost. We show you how to install custom tables, beds, ports, curtains, one-way glass, swivel seats, special fittings, etc. No obligation. No salesman will call. Send For Free Career Plan. Rush name, state age. CUSTOMIZING CENTER, Careers by Home-Study, 4401 Birch St., Dept. EF035 Newport Beach, CA 92663

headgear

PIPES—PAPER—CLIPS—ACCESSORIES
Full Color Catalog send 75c. Mail to:
SATIVA SALES
P.O. Box 30272, L.A., Calif. 90030

spectacular black & white

Fantastic 17"x22"
Black & white posters

Only \$1.50 each plus 25¢ postage.
All four \$5.00 plus 50¢ postage.



1. Airborne Yamaha



2. Drop-a-way jump



3. Wheelie on a Beezer



4. Slidin' Sideways

D 5-4

Enclosed is my check (or money order) for \$ _____

Name _____

Address _____

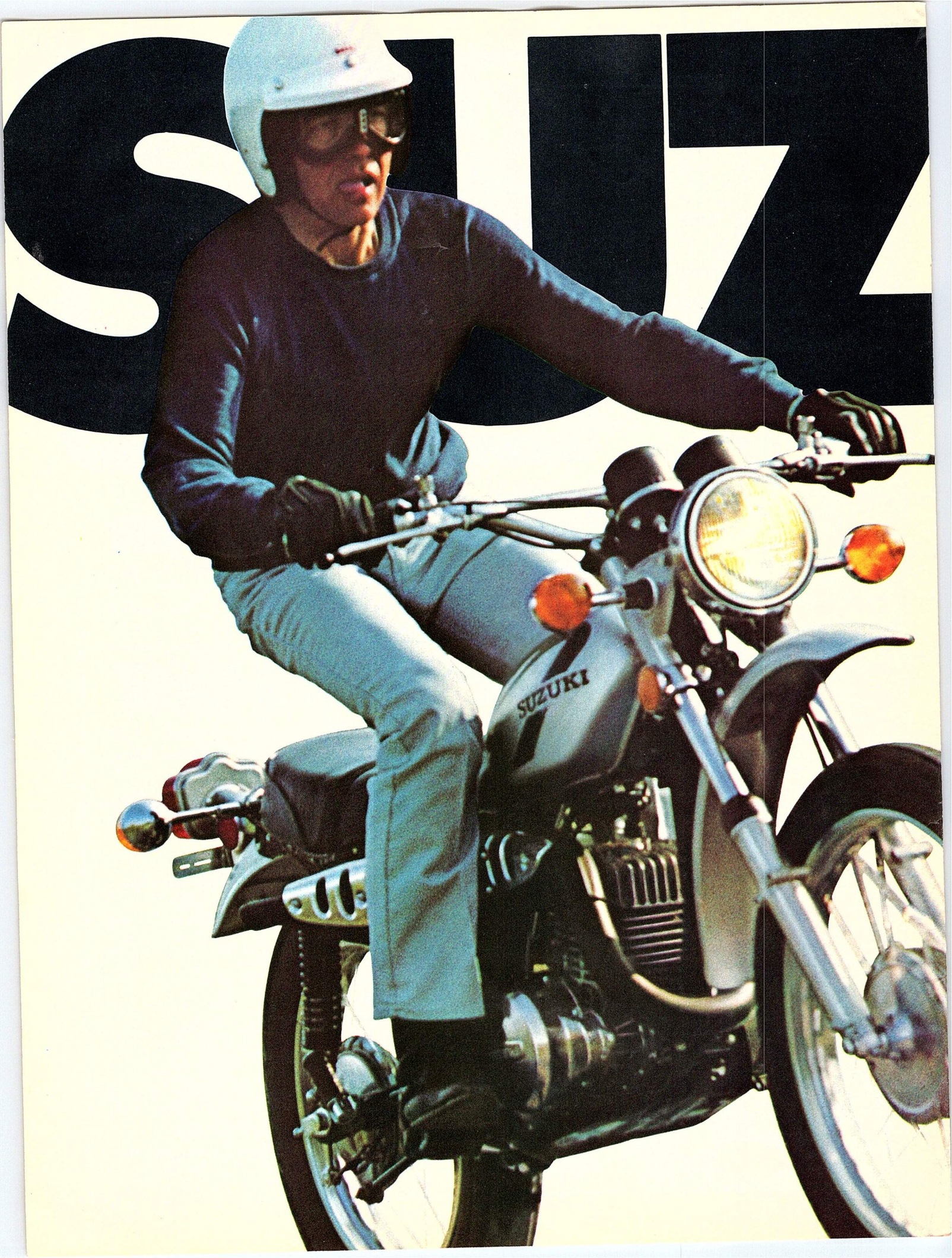
City _____

State _____ Zip _____

Please send me poster(s).
☐ 1. ☐ 2. ☐ 3. ☐ 4.

Only \$1.50 each plus 25¢ postage. All four \$5.00 plus 50¢ postage.

PLUS PRODUCTS, INC.
P.O. Box 14945
Las Vegas, Nev. 89114



MUD

GET UP ON THE PEGS OF A TS-250 AND LOOK FOR A STEEP HILL TO CHARGE. OR FIND AN OPEN HIGHWAY AND RACE THE SUN TO THE HORIZON.

You pick it. Road or rough, the TS-250 loves it all.

Low-end torque for the dirt.

18.8 ft/lbs of torque at 5,500 rpm. That's a lot of push up a hill. A lot of pull through mud and sand. A lot of power any way you want to use it.

A big 21-inch front wheel and almost 10 inches of ground clearance let you step over the rough stuff. Bead stoppers keep your knob-bies from twisting. Rugged enduro forks and 5-way adjustable shocks keep it all under control.

You get pointless electronic ignition (PEI) for hotter spark, less plug fouling. And the primary kick starter lets you start in any gear.

The flexible polypropylene front fender sits up high so mud won't cake up over the tire. The muffler is pulled up and tucked in out of

your way. And the tripmeter ticks off the miles to show you how far you've gone.

Top-end speed for the road.

At 6,500 rpm, you develop 22 horsepower—enough to cruise without effort at 55 mph. With plenty of passing power in reserve.

Shift it up, sit back and give it some throttle. The Crankcase Cylinder Injection system (CCI) makes sure the engine gets the right mix of gas and oil. Automatic. You don't do anything.

Hi-low beam head-lights. Big brake light. Turn signals, speedo, tach, dual mirrors. You even get a flip-up gas cap that locks.

And on top of everything else, the engine has a warranty for 12 months or 12,000 miles.*

A lot of machine for your money.

The bottom line of it all is that the TS-250 can go just about anywhere

you want to go. It gives you a lot of fun, a lot of freedom, for your dollar.

*Suzuki warrants internal parts of the cylinder head, block and transmission for 12 months or 12,000 miles. Just comply with Owner's Manual instructions: mail registration to Suzuki within 48 hours and receive service checks from a Suzuki dealer at 750, 2,000 and every 2,000 miles thereafter.

Get a closer look at the TS-250 at your Suzuki dealer. While you're there, see all our enduros.



TS-100
10.8 Hp — 8.43 ft/lbs
torque — 3-way adjustable shocks



TS-125
12.7 Hp — 9.64 ft/lbs
torque — 5-way adjustable shocks



TS-185
17 Hp — 13.0 ft/lbs
torque — PEI



TS-400
33 Hp — 28.8 ft/lbs
torque — PEI

U. S. Suzuki Motor Corporation, Dept. DB
7060, Santa Fe Springs, Calif. 90670.



Ride safely; wear a helmet, eye protection, and appropriate riding apparel.

**MOTORCYCLISTS!
VAN and PICK-UP OWNERS!**
send for
116 page

FREE

CATALOG

Featuring **ARMSTRONG**
Tires

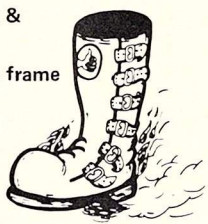
Chuck full of off-road, camping and touring items for you and your truck. The greatest selection of wide wheels, tires, roll bars, portable sinks, cooking stoves, and much, much more are available. Foreign & Canadian requests please send \$1.00 for special mailing.

Write to: **Dick CEPEK** Dept. DBK
9201 CALIFORNIA AVE. SOUTH GATE, CA. 90280
© COPYRIGHT 1975 DICK CEPEK, INC.

BAY AREA BULTACO

- Mail Order parts & accessories
- Pomeroy replica frame modifications
- Full service -- Bultaco only
- Plastic boots available

send 25¢ for catalogue
1352 Centinela Ave.
Los Angeles, Calif. 90025
(213) 826-7856



RIDERS WRITE *Continued from page 83*

products they could, dealers were in business because they were enthusiasts, and all customers were informed enough to know what they wanted and were willing to pay.

Since then, this has become a big business. A fact that we're as happy with as you are.

But that means there are many more, much younger, and less informed customers than ever before. We feel they deserve as much information as they can get. As a matter of fact, they demand it of us. And in this particular situation, where Yamaha refused to set a list price for the machinery, or even the parts, we released the distributor's price, the only information we had.

STONE GAUCHO

I own a 1971 Gauchó MX. It's very heavy. Is it normal for such a small bike to weigh so much?

Chuck Kersey
Richardson, Texas

It all depends on specific gravity. ☉

HOLESHOT

Continued from page 25

in equipment.

If motocross is going to be saved from these pitfalls and is to continue to prosper, the riders are going to have to get involved. The riders will have to form new motocross clubs and sponsor their own races, or else they will be subjected to riding on lousy tracks and getting only broken bikes and bodies as a reward. If the riders don't take things into their own hands and force the bum promoters out of business, motocross will probably wither and die. One thing is apparent: the AMA isn't going to police things for us, so we will have to do it ourselves. ☉

BOUNCE REDUCERS



ELEPHANT™ SHOCKS

The ultimate forward mount shock with 58 square inches of cooling area, 145 cc's of cooling fluid and three inch diameter fins. Completely assembled with Koni dampers, S&W springs, Fortner silicone fluid and damping adjusted and shimmed in place.

Set of two: **\$129.95**

Elephant shock body kits for Koni's, including bodies, pre-measured fluid and instructions: **\$64.95**

GP SHOCKS

110 cc's of silicone fluid and 2 3/8 inch diameter fins make GP Shocks competition quality. Completely assembled with Koni dampers, S&W springs, Fortner silicone fluid and damping adjusted and shimmed in place.

Set of two: **\$117.50**

GP Shock Body kits for Koni's, including bodies, pre-measured fluid and instructions: **\$49.95**

Finned area on all shocks milled for chain clearance.

ELEPHANTS and GPs available in 11.9, 12.4, 12.9, and 13.4 inch lengths.

POPPY

820 N. HOLLYWOOD
WAY, BURBANK,
CALIFORNIA 91505
(213) 845-2641

62 | CORKY KEENER

Flat Track Handlebars
\$14.95 Postpaid

H. J. Products
219/289-3077

P.O. Box 2225
South Bend,
Ind. 46615

TUNNEL VISION from page 19
ineligible. The situation was, as they say, a political football, and Yamaha could have come out of it looking too selfish. They felt that it would be reversed or modified the following year anyway. Which it was.

When questioned about how the move to change eligibility gathered momentum, Tiernan suggested it was primarily the riders who were concerned with the big European aces coming over here and taking "their" purses.

Some of you are already working it out, aren't you? Let's see now. A Yamaha V.P. becomes AMA President in January and in October they make Pierre eligible again. What's going on here? Tiernan stated that he had nothing to do with the Pro Rules Committee's new ruling and that he only gets to vote if there is a tie anyway. So much for industry/Association collusion. And Pierre switched to Honda for '75 anyway.

Tiernan personally favors a one-year waiting period for any future foreign riders joining the AMA national circuit full-time. In effect that is what Pierre forfeited, one year of eligibility for championship points, 1974. Only with him, they put the cart before the horse, allowing him eligibility in his first year, taking it away in his second and then restoring it in his third.

The Tunnel then spoke with Pierre. Karsmakers feels that the one-year wait rule is a fair one. He also agreed with the AMA and Yamaha that it was the riders who stirred things up to bar non-citizens from the championship. Pierre thought that some of the riders looked at him as just a cherry picker over here to take the money and run back home to Holland. He revealed

Continued on page 90

YAMAHA PARTS

WORLD'S LARGEST STOCK OF YAMAHA PARTS & ACCESSORIES



Now! Mail order service for genuine Yamaha parts and accessories. 24 hour service from one of the world's largest Yamaha dealers. If we don't have it, it ain't!

Send \$1.00 for our accessory catalogue and list of genuine Yamaha parts and service manuals available. Rush shipped same day order is received. Includes all Yamaha models, street and dirt, back to 1961 bikes.



INTERNATIONAL M/C INC.
7233 Canoga Ave., Dept. DB
Canoga Park, Calif. 91303
(213) 346-0900

from the padded offices of
DIRT BIKE: PURE, UNEXPIRGATED
FOOFARAW

FOOFARAW CAN BE YOURS... ONLY \$1.49

THE BEST OF THE DIRT BIKE COLUMNS... FOOFARAW IN ALL ITS GLORY!

RAMPANT FOOF - IRRELEVANT ABSURDITY
TENACIOUS CONFUSION
from the Staff of DIRT BIKE Magazine
LOTS OF CARTOONS, TOO!

DIRT BIKE FOOFARAW
P.O. BOX 317, ENCINO, CALIFORNIA 91316
Send \$1.49 plus 50 cents for each Foofaraw ordered. Enclose check or money order.

Name _____
Address _____
City _____
State _____ Zip _____

CATALOG

WITH LATEST TRICK STUFF
68 pages packed with hundreds of the latest and hard-to-find Competition Gear and Trick Stuff for you and your bike.
Send \$1.00 For Your "Trick" Copy and FREE Decal Today!
(refundable with your first \$15.00 order)

FAST SERVICE. MONEY-BACK GUARANTEE

Carrera and Gecel goggles • Hallman rockguards • Jofa protective gear • Speed Center gloves and GP leathers • Norstar boots • Magura dogleg levers and throttles • Blue nylon cables • Twin Air filters • Koni and Bilstein shocks • S & W springs • Trelleborg tires • Preston Petty fenders • 8-track motocross tapes.

SPEEDCENTER U.S.A. INC.

P.O. Box 486, Bin 292
Costa Mesa, Ca. 92627
Phone: (714) 979-4122

DEALERS INQUIRE ON YOUR LETTERHEAD

NO. 4 \$1.00

SPEEDCENTER
U.S.A. INC.
COMPETITION GEAR CATALOG

CHECK THIS BASIC FALLING OFF THE BIKE TECHNIQUE!

SEE WHAT REALLY HAPPENS AND MUCH MORE...

IN THE ALL NEW 1975

CRASH AND BURN

and BENCH RACING MAGAZINE



CRASH AND BURN and BENCH RACING

Please enclose \$1.50 plus 50¢ for postage and handling for each copy ordered.

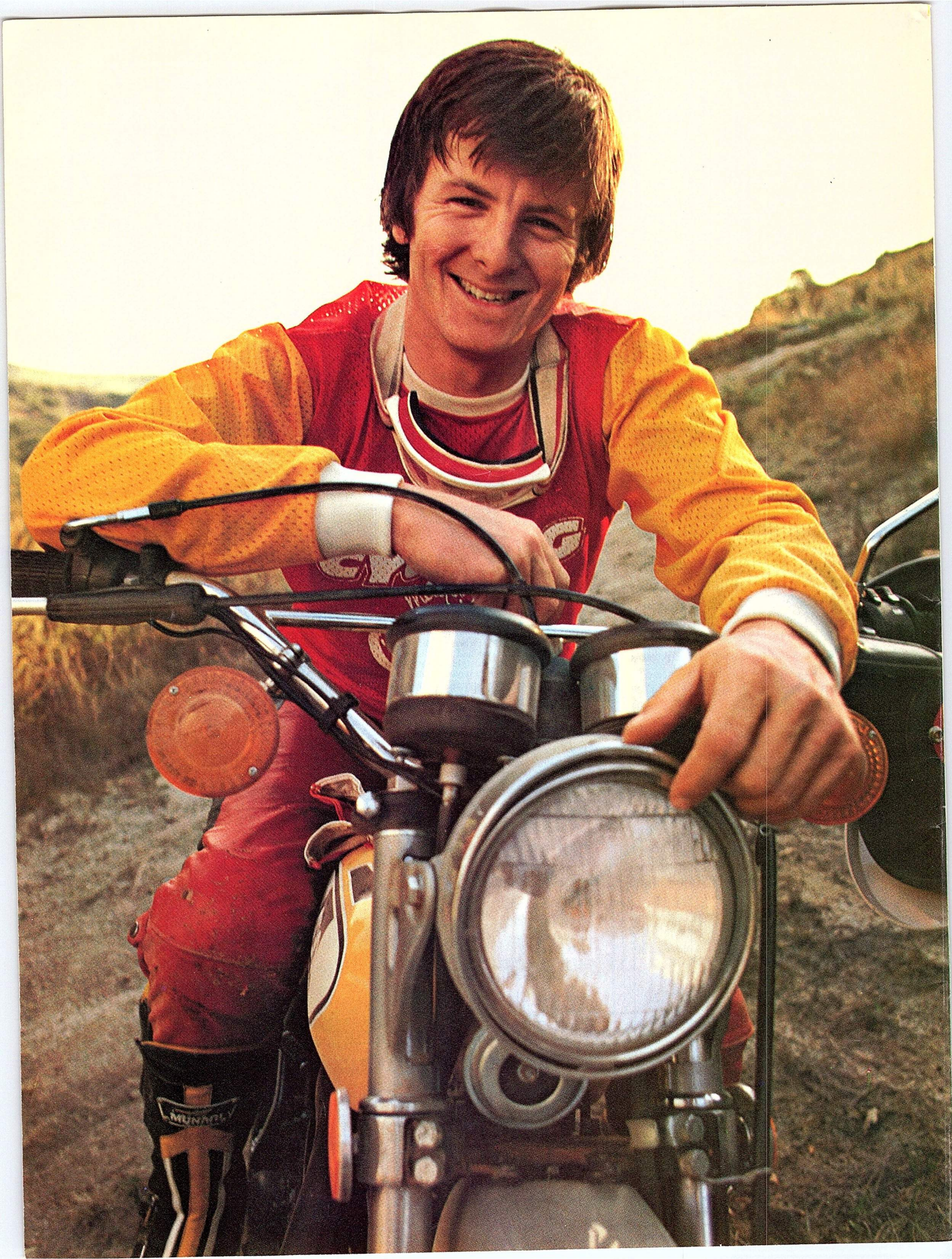
D 5-4

Name _____
Address _____
City _____
State _____ Zip _____



ORDER YOUR COPY NOW! ONLY \$1.50

ALL THE ACTION, EXCITEMENT, AND THRILLS!



“Don’t tell anybody I told you, but the DT400B is the best big-bore Enduro around.”

“My name is George Elliott. I’m a test-rider, motocross racer, and editorial director of Popular Cycling Magazine. I wouldn’t want this to get around—I have a reputation of being a very tough critic—but I came away from riding the DT400B saying things like “great” and “terrific.”

“The DT400B has the best enduro engine that I’ve ever tested. The engine literally pulls like a locomotive. Low speed and mid-range performance is phenomenal—which means that you can climb fearsome hills and plow through tough terrain that you just wouldn’t try with other bikes. On road, this bike will give you all the speed you need and then some! It handles well, brakes well, and like other Yamahas, it’ll wear well.

“If it were my money (and I didn’t take a nickel for doing this ad), I’d buy a Yamaha DT400B, the best big-bore on-road off-road bike around.”



“I’d buy a Yamaha.”

Someday you’ll own a Yamaha.

EXPERTS

TRIUMPH SUZUKI
of
POMONA, CAL.

1090 E. HOLT (714) 623-4431
CATALOGUE AVAILABLE

NEW 195 LB WORKS REPLICAS



CZ CLEANSWEEP PIPES 54.95

SUPER CZ GP FORK SPRINGS 19.95

CZ DID RIMS 34.95

ELECTRONIC IGNITIONS 99.50

CHROMOLY BARS (super light) 14.95

CZ, MAICO, HUSKY BENDS

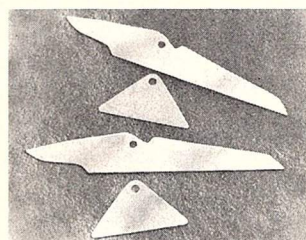
Engines by Chenda Leick

Rebuilding and Custom porting by a real expert. 25 yrs. in the CZ factory. He knows his stuff!!

GP WORKS PORTING

FAST MAIL ORDER SERVICE

**ANOTHER QUALITY PRODUCT FROM
WEBCO**



LTR SWING ARM KITS

Long Travel Rear (LTR) suspension systems are the best way to go in rough terrain. Honda kits increase wheel travel to 6½ inches, Yamaha 1974-75 125/175 MX and 1974 125 YZ kit increases travel to 6 inches. Kits contain swing arm gussets and, in some cases, parts for modifying upper shock mount. Available at Webco dealers.

#1193-01... Honda 250 Elsinore kit, \$19.95

#1192-01... Honda 125 Elsinore kit, \$29.95

#1192-02... Yamaha 125/175 MX... \$29.95

Webco catalog... 116 pages... only \$1.50



WEBCO INC.
BOX 429 • VENICE, CAL. 90291

TUNNELVISION from page 87

that it was Don Jones who had led the opposition to his eligibility.

Don Jones gave us his side of the story. He was rather candid in admitting that he definitely headed the move to change the eligibility rules. Back in 1971, son Gary outscored all Americans in 250 Inter-AMA competition while finishing seventh overall (first American) in the final Inter-AMA standings. The AMA didn't recognize a national champion until the following year, 1972, the year that started Gary's three-year run of titles. Don mentioned that the question of nationality came up when a Texas attorney, active in representing athletes, expressed the legal opinion that it was unlawful for a foreigner to accept national honors if he wasn't a national. Jones likened this to son Gary winning the Texas series (which he has done) but not being the Texas champion because he isn't from Texas.

When questioned about the current two-year eligibility rule Jones indicated that he really doesn't care that much anymore, but he still feels that the national championship should be for Americans only. Otherwise, he feels, they should change the name to the AMA Championship.

Unlike his former boss at Yamaha, Pierre did not think that the must-be-a-citizen rule would be revised for the 1975 campaign. Naturally, he's eager to be back "on points" again. He would have finished third in 1974 in the 250 class with 538 points if he had been eligible. Champion Gary Jones totalled 600, Marty Tripes had 576 and Jimmy Ellis posted 430. Pierre pointed out that he skipped a couple of races nursing a bad leg that he would have ridden if he was in the points race.

Karsmakers mentioned his appreciation for the rider who succeeded him as the 500 champion, Jim Weinert. Weinert, a member of the Pro Rules Committee, pushed for the change for the '75 season. It was passed 16-zip, by the way.

Curious about the Pro Rules Committee?

Well, it has about 22 members. The AMA Director of Competition, Bill Boyce, is on it, and so are several riders. Karsmakers was a member in 1973 as the highest ranking moto-

Continued on page 92

OLDIES BUT GOODIES



They're back issues but they'll never be dated. The concise detailed information on products and performance are just as pertinent today as the day they were written. Available in limited quantities. Don't miss out.

July 72 How to crash	Aug. 72 Sand riding	Nov. 72 Trail riding
Dec. 72 Husky 125	Jan. 73 2 stroke oils	Feb. 73 Jetting
Mar. 73 How pros maintain bikes	April 73 Kawasaki 250 test	May 73 250 Enduro shootout
June 73 Block passing	July 73 250 Husky 6-speed	Aug. 73 Silencer Shootout
Sept. 73 Silencer Shootout	Oct. 73 Penton Speaks	Nov. 73 Trail Trickery
Jan. 74 Vibration-Proofing lights	Feb. 74 The steel wombat	Mar. 74 The art of towing
Apr. 74 Cylinder Boring	May 74 Test and fix the Suzuki	June 74 Plastic Sprockets
July 74 Spring Rates Decoded	Aug. 74 New CZ 250	Sept. 74 KX125 Rotary Rocket
Oct. 74 Chain Lube Shootout	Nov. 74 1975 Malco: The Best Yet	

Check issue desired. Enclose check or money order for 75¢ per issue, plus 25¢ per issue for postage and handling. D-5-4

DIRT BIKE Magazine

Back Issues Dept.

Box 317, Encino, Calif. 91316

Name _____

Address _____

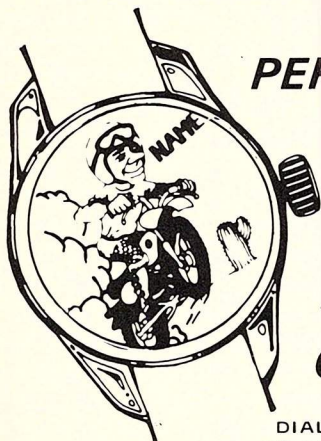
City _____

State _____ Zip _____

PLUS PRODUCTS MAKE GREAT GIFTS!

OF COURSE, YOU CAN BUY THEM FOR YOURSELF, TOO.

BE IMMORTAL WITH YOUR OWN PERSONALIZED WATCH



Your face hand painted on the dial. Send black and white or color photo.

MAKES A TERRIFIC GIFT, TOO!

DIAL SHOWN ACTUAL SIZE
ALLOW 4 WEEKS FOR DELIVERY

Get your picture with your type of bike on a sturdy watch. Eight illustrations to choose from.

- A. 1 yr. service warranty. \$19.95
- B. 17 jewel shock and water resistant. Gold tone case with stainless steel back. Two-year service warranty. \$39.95
- C. 17 jewel self-winding, shock and water resistant. Silver tone case with stainless steel back. Two-year service warranty. \$44.95

STICKIES



Now you can show 'em where the action is! Put your Dirt Bike or Motocross Stickie on your gas tank, helmet or any unusual place that will make you stand out. Both stickies are 3-5/8" x 2-7/8", perfect for hiding bullet holes, scratches and dents. Only a mere 25 cents each, 5 for a buck, 1,000 for \$250, 10,000 for ?

get it together binder

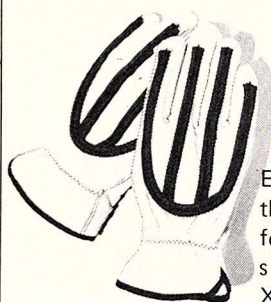


Tough durable binders for those dog-eared, priceless old back issues of Dirt Bike and Motocross Action Magazines. A rich finish with the name of the magazine embossed in gold on the front and on the spine.

ORDER YOURS TODAY... DIRT BIKE and MOTOCROSS ACTION MAGAZINE BINDERS, very impressive on your desk or in your bookcase. Only \$4.45 each.

Riders Special

LONG WEARING PIGSKIN GLOVES



Extruded rubber knuckle and thumb protection. Seamless thumb for comfort. Sandstone color. Sizes small, medium, large and X-large.

NOW ONLY **\$6⁹⁵**

PLUS PRODUCTS, INC. P.O. Box 14945 Las Vegas, Nevada 89114

D5-4

BE SURE TO INCLUDE ALL NECESSARY INFORMATION AND TO ENCLOSE CORRECT AMOUNT OF MONEY.
Nevada residents add Sales Tax

NAME _____
ADDRESS _____
CITY _____
STATE _____ ZIP _____

BINDERS ☐

☐ DIRT BIKE

☐ MOTOCROSS ACTION

\$4.45 plus \$1.00 postage
for each binder ordered.

PIGSKIN GLOVES ☐

Indicate quantity _____ pair(s) and size(s) _____
\$6.95 plus 50¢ postage and handling for each pair ordered.

STICKIES ☐

☐ DIRT BIKE

☐ MOTOCROSS ACTION

Indicate which stickies and how many of each
you want to order.

WATCH ☐

Indicate: Hair Color _____

Name on Watch _____

- ☐ DESERT RACER
- ☐ MX
- ☐ ENDURO BIKE
- ☐ MINI BIKE

Include Photo

Eye Color _____

Complexion _____

- ☐ CHOPPER
- ☐ DRAG RACER
- ☐ STREET BIKE
- ☐ CAFE RACER

Add \$1.00 for postage and handling for
each watch ordered. Be sure to indicate
how many watches and the bike desired
on the dial.

A. \$19.95 _____ Watch(es)

B. \$39.95 _____ Watch(es)

C. \$44.95 _____ Watch(es)

Motorcycle Mechanics Institute

A lifelong career is waiting for you in motorcycle mechanics. Home study & residence training available on all motorcycles. **CALL 971-9727**
Please send more info!

Name _____ Age _____

Address _____

City _____

State _____ Zip _____

Fill out & send to:

Motorcycle Mechanics Institute
2644 East Bell Rd.

PHOENIX, ARIZONA 85023

TEL: 971-9727

Put something exciting between your ears.

Husqvarna Specialists



**HARD
to get
PARTS
for**

● Husqvarna

● Triumph

● Montesa

● Hodaka

● BSA

Mail order anywhere in the U.S.
Send \$1.00 for postpaid catalog.

Mission Hills Motorcycles

8730 Sepulveda Blvd.

Sepulveda, California 91343

(213) 785-4289

Hard competition



By choice...



Mulholland

The rebuildables

Mulholland is a total suspension system of shocks, springs and forks with interchangeable components designed for the serious competitor. A system of rugged, competition-proven suspension products that allow the rider to get the most out of his equipment. A system that lets you match the shock and fork damping to fit you, your bike and the punishment you give it. The choice is yours... Mulholland has it.

Send \$2.00 for complete Interpart Catalog.

Dept. DB-1

interpart

100 Oregon Street, El Segundo, California 90245

TUNNELVISION from page 90

crosser, as was Grand National champion Kenny Roberts and several other Class C types like Gene Romero, Mike Gerald and Kel Carruthers. The rest of the committee is comprised of industry people.

The AMA pointed out that the "First American" controversy at the last two U.S. Grands Prix is a question of semantics. The AMA hasn't been involved in it since it was a contingency award. There has been conjecture over Karsmakers getting the thousand-dollar contingency for first American at Carlsbad rather than Brad Lackey who has been the highest placing American-born rider the last two years. People began choosing up sides and thinking about throwing rocks at each other. If L & M decides to give away another thousand this year maybe they should spell it out.

As it now stands any European can come over and go for the number one plate after two years of racing in the U.S. Well, probably. See, according to FIM regulations, a European rider's home country federation (their version of the AMA only allegedly much more rider dominated) would have to release him, just as they do now for the Trans-AMA series every fall. However, Sweden, for example, would not release Rolf Tibblin or Jan-Eric Sallqvist to race in the U.S. Suppose Roger DeCoster decided he wanted to move to Santa Barbara and finish out his career in the U.S.? Would Belgium release him? Would the AMA stick to their two-year rule?

Is Pierre Karsmakers an American? He gave up his Dutch license to come here, he owns a home in the U.S., has resided here for almost two years and he plans to apply for citizenship when he becomes eligible. So the answer is yes and no, maybe and not yet. Pick one.

Red badge of courage.



A Public Service of This Magazine
& The Advertising Council

**Ad
Council**

APRIL 1975

FLYWHEEL PULLERS GUARANTEED UNBREAKABLE



New from Plus Products! A flywheel puller—guaranteed for life—with a heat-treated center bolt. Order yours today and never be plagued with breakage again.

PLUS PRODUCTS, INC. D5-4
P.O. Box 14945
Vegas, Nev. 89114

Enclosed is my check or money order for \$8.95 plus 50¢ postage per order. NOTE: When ordering be sure to include all information.

MAKE

- | | | |
|---------------------------------|--------------------------------|----------------------------------|
| ☐ Yamaha | ☐ Ossa | ☐ Penton |
| ☐ Suzuki | ☐ Husky | ☐ Sachs |
| ☐ Hodaka | ☐ Puch | ☐ Bultaco |
| | ☐ DKW | |

Model _____ Year _____

Name _____

Address _____

City _____

State _____ Zip _____

ASK THE EXPERT from page 7

was thinking about getting another pipe for it. What do you recommend?

Bill Daniel
Ponte Vedra, Florida

If it's hard to start, you've either got a leaking inlet or exhaust valve — you can check that by running a compression test, or the points need replacing or need to be cleaned and filed. Also check to see if you've got a leak in the inlet system, or the carburetor is not air-tight against the cylinder, or the spark plug has had it. You just have to go through each of these things one at a time and check to make sure they are right. Yes, try a 3.25 or 3.50 tire like a Cheng Shin with a good stout knob on it. It'll give adequate traction on the road for what little bit of riding you do there. It'll make a world of difference in the dirt. If I were you, I would continue thinking pipe, but don't do anything about it. The stock exhaust works pretty well and isn't too noisy. You won't be getting any more power with the accessory ones using a stock engine.

1975 DIRT BIKE PHOTO ALBUM

The most exciting collection of photos from the National MX circuit and the European Grand Prix.



Desert races from Southern California and the International Baja... even the Grand National Skiddin Trail with stars like Gary Nixon and Kenny Roberts.

DIRT BIKE PHOTO ALBUM

P.O. Box 317, Encino, California 91316

Send check or money order for \$2 plus 25¢ per copy for postage and handling. D5-4

Name _____

Address _____

City _____

State _____ Zip _____

\$10,000 motocross bike?

Hardly. The Maicos you see winning the major international races are the same ones you can buy right off the showroom floor. No special frames or expensive suspension components needed. Maico has it all... right out of the crate. ■ No need to re-design your machine into a winner. With Maico, you merely check out the nuts and bolts, add gas and go racing. And, you go racing with a built-in edge. ■ In standard trim, a Maico will deliver more correct horsepower than anything else you can buy. Less wheelspin, superior traction, wider power curve, gets around the corners faster. And these are but a few of the traits engineered into every Maico. ■ Can you go fast on other bikes? Sure. Some have good rear suspension, and acceptable front suspension too. But no other cycle offers ALL the advanced engineering features you'll find on a Maico. Superior frame geometry, proven forward-mounted rear shocks... and the famous Maico front forks, tuned to the rear suspension for perfect handling. Plus the long stroke engine that puts more traction power to the ground. ■ In addition to all this, you get traditional West German precision and craftsmanship. It all adds up to Maico... the cycle that makes winners. SEE YOUR MAICO DEALER OR WRITE FOR FREE LITERATURE WITH ROAD TESTS.

MAICO

THE STANDARD
OF THE INDUSTRY



EAST

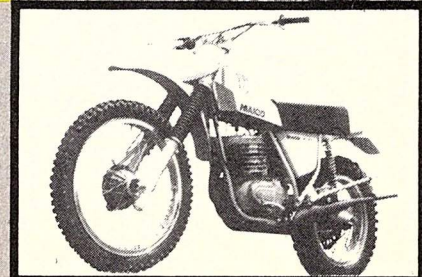
Maico Motorcycles Inc.
109 Electric Ave.
Lewiston, PA 17044

MID-CENTRAL

Debenham Imports
Rt. 1 Box 211
Antioch, IL 60002

WEST

Cooper Motors
110 E. Santa Anita Ave.
Burbank, CA 91502

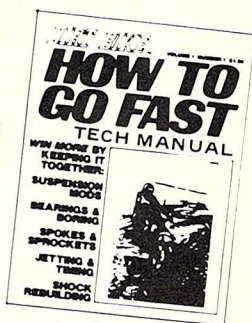


DIRT BIKE HOW TO GO FAST tech manual



THE "HOW TO" BOOK on how to go faster and keep on running

This outstanding tech manual features the lowdown on forward mounted shocks, shock rebuilding, a spring rate calculation formula and thousands of words about bearings, porting, boring, jetting, timing, gearing, compression testing, gasketing, how to build an el cheapo bike bench. And many more tips on ways to get going and keep on running.



ONLY \$1.50

HOW TO GO FAST D5-4
Box 317, Encino, Calif. 91316

Please send _____ copy(ies) of
HOW TO GO FAST. Enclosed is
\$1.50 plus 50¢ postage and handling
for each copy.

Name _____
Address _____
City _____
State _____ Zip _____
Dealer inquiries invited.

ROKONS Continued from page 59

enough to blow it out there and get caught stopped on a hillside or in a mudhole, you'll also be reminded of the weight. The bike is heavy enough and high enough that when you stick out a foot to hold everything up until you get the situation sorted out, that leg will slowly collapse and your problem will become a trauma.

AUTOMATIC BITS AND CLUTCHLESS PIECES

The rounded gas tanks on this year's bikes will not destroy your knuckles when pulling the starter.

Despite being automatic otherwise, final drive is by conventional sprockets and chain. You can make all the gearing changes you want there.

Petcocks, air box and carburetion are flawless.

Each bike is individually prepped and tested before leaving the factory. Various tags on the bike attest to this. It even includes a dyno run on your own bike.

Mag wheels are optional now. It seems that spoked wheels absorb more impact and make for a better ride.

Rear brake play is adjustable, but positioning the pedal requires subtracting and adding metal to the pedal itself.

If you go riding in Oregon, take a good Wheels of Man or Belstaff suit.

Parts like throttle assembly, cables and enduro kit are all absolutely top of the line.

The spares and the manual that comes with the machine are excellent.

Konis came on the MX bikes. They didn't hack it. Neither did the Betor forks up front. This is good stuff and shouldn't be causing any grief. Unfortunately, we didn't have the bikes long enough to play with some oil and damping changes and get it all sorted out.

SUMMARY

Enduro, yes; motocross, no. Yes, because the bike looks indestructible and ISDT performances confirm that. No, because the MXer, even the Cobra, isn't competitive with the lightweights in its class. Snappy power, not linear acceleration, is how we ride motocross. Even if that's wrong, it's fun.

SAVE MONEY...

Buy hard-to-get top MX tires at near wholesale prices. Fast delivery with pre-paid freight anywhere in continental U.S. Here is a partial list of winning tires ready for immediate shipment:

MX TIRES

Size	Price	F.E.T.	Total
YOKOHAMA / Super Diggers			
410X18	29.45	62	30.07
460X18	31.78	68	32.46
300X21	26.85	44	27.29
METZELER / Pro's Choice			
400X18	33.71	1.38	35.09
450X18	37.96	1.48	39.44
300X21	31.15	1.05	32.20
GOODYEAR / Eagle MX			
450X18	36.21	60	36.81
300X21	28.04	37	28.41
350X21	29.78	55	30.33

When ordering, please specify make, size, price each, and include Federal Excise Tax. Send cashiers check or money order to:

N&D Sales

P.O. BOX 133 - SHELBYVILLE, IND. 46176

Complete tire and price list available on request. Please include 25 cents to cover postage and handling.

NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

Indiana Residents Add 4% Sales Tax

official
DIRT
BIKE
MAGAZINE

racin' jersey



Okay, you all know that a bright colored, vented DIRT BIKE racing jersey is a desirable unit.

You've seen Ake win the '72 Trans-AMA wearing one. You've seen John DeSoto wearing one in the '73 Trans-AMA.

But you couldn't get one, could you? Well, nobody could. Those were special factory prototypes.

Now we have them.

Regular replicas, even better than the prototypes, 'cause these have the reinforced elbows and the DIRT BIKE logo on both sides.

Get your DIRT BIKE Racin' Jersey now, while they last.

\$14.95 + 50¢ postage and handling. Please send me _____ Racing Jersey(s) S M L XL
Enclosed is \$ _____ (check or money order)

☐ BLUE ☐ YELLOW ☐ RED

DIRT BIKE RACIN' JERSEY D5-4
P.O. Box 14945 Las Vegas, Nev. 89114

NAME _____

STREET _____

CITY _____

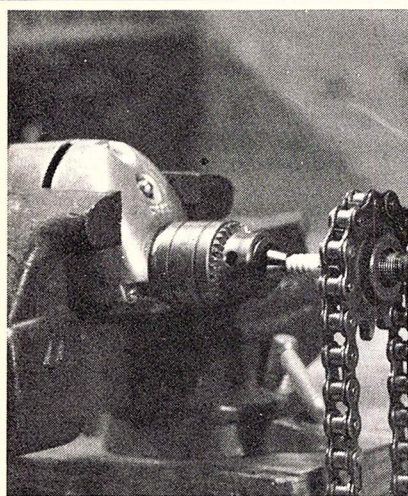
STATE _____ ZIP _____

HOT SET-UPS

VI-TECH CHAIN OILER/CLEANER BLOWOUT!

It seems that several of our readers were sufficiently inspired by the idea behind the Vi-tech, while simultaneously being blown away by the price, to design and construct low-cost counterfeit units out of materials lying loose around their shops. Here are just a few of those ideas. Designs that were submitted which necessitated the use of animals (besides cats) for power sources were labled cruel and inhumane and discarded.

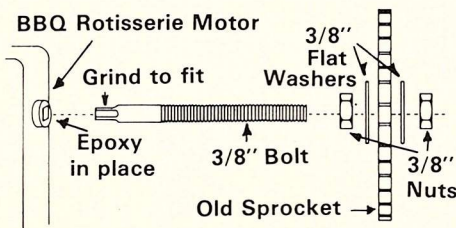
The Old Spark Plug, Husky Sprocket And Drill Motor Trick



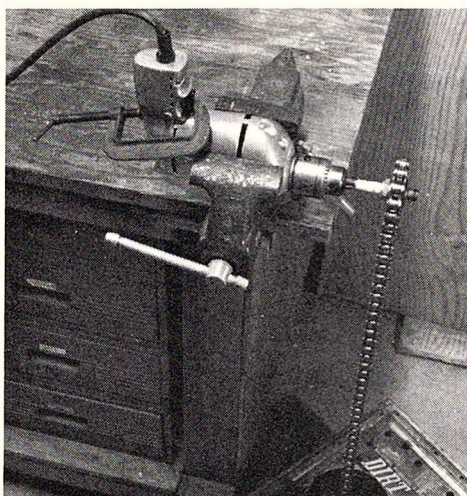
The Vi-tech c.o./c. seemed like such a good idea, I couldn't resist the temptation to make one for less money (\$29.95 less, more precisely). The enclosed photos (No. 1 taken by a giraffe) show how it's done. The key item for success is the gizzy under the can which controls the solvent can/chain spacing. Next most important is a variable speed electric drill, with custom-made speed control clamp. Business end is

Spark plug	\$ 0
Variable speed drill	0
Sprocket	1495
Workbench and vise	500
	<u>\$1995</u>

More BBQ Rotisserie Motor Variations



Charles Witherspoon of Arlington, Tennessee, decided that the HSU for connecting the sprocket and shaft to the motor was to use a 3/8-inch bolt ground down on the end to fit the skewer orifice. Then an old sprocket can be sandwiched between two nuts and washers. If you've ground the end of the shaft to a precision slip fit, you're ready to slap epoxy all



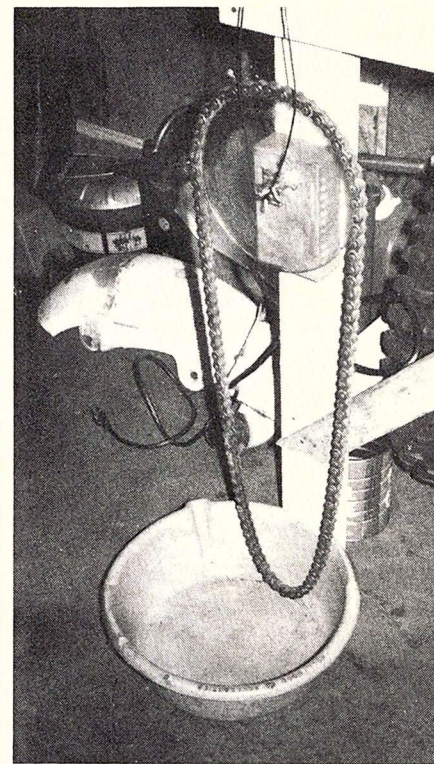
an old spark plug (works well with a new plug also) and a sprocket. A Husky type will fit on a plug like they were made for each other. Turn on the juice and, VOILA! Chain, gas, and glop all over you and the garage. On the second try, plug in the drill, then tighten the clamp slowly to control speed. Beginners are advised to add solvent to can after speed adjustment. Cost is only \$1995, as follows:

Joseph Lee Kentry
Placentia, California

over the end and pound it in.

If all these aren't good enough for you, take it from there.

Bob's Special Chain Cleaning Machine



BSCCM was constructed from an outdoor BBQ rotisserie that was lying in the back of the shop (most MXers are pack rats). First, he salvaged the motor, skewer and clamps, and threw the rest back for future projects. He goes on to say, "I was able to pick up a scrap sheet of 3/32-inch plexiglass from my friend at the hardware store (the bugger charged me a dollar). It was big enough to cut out two eight-inch discs. I glued these together to get a solid chain carrying-type sprocket. The old clamps from the skewer serve to hold the sprocket away from the motor housing. Support the outside end of the shaft with a heavy-duty coat hanger as a bearing. At 4½ rpm, there isn't enough heat buildup from friction to call for water-cooling or a dry-sump lube system."

Bob Blackburn
Kendall Park, New Jersey

MAIL ORDER SERVICE FOR

OSSA
CZ - DKW

PARTS
ACCESSORIES
SERVICE

Illustrated Parts & Accessory Catalog;
Send \$1 plus year-Model-Engine number.

NELSON'S MOTORCYCLES

2362 3rd St. Riverside, CA 92507
Telephone (714) 686-3383

CLASSIFIED

RATES FOR READERS: 20 words for \$2.00. 25c each additional word.

COMMERCIAL RATES: 30c per word: Minimum \$10.00.

Only one ad per advertiser permitted at these rates in any one edition; maximum of 50 words. No invoicing; payment must accompany orders, including firms on account with display advertising. No commissions, frequency rates or discounts. Ads accepted on the condition that advertiser agrees to refund readers' money promptly if shipment is delayed and reader requests refund, or if merchandise is returned (in good condition in reasonable period of time). Display style ads

permitted in classified section at display advertising rates.

DIRT BIKE Classified, Box 317, Encino, California 91316.

CUSTOM PATCHES — YOUR OWN DESIGN: For price send sketch, size, quantity, colors to: CHICAGO EMBLEM CO., 7025 Clark, Chicago, IL 60626.

ENDURO SERVICE — Riders, receive all enduro flyers from any area of U.S. — \$10.00 per year (specify states desire flyers from). Clubs, send one flyer to be reproduced and distributed free. **ENDURO SERVICE, BOX 80, Nesbit, MS 38651.**

SERIOUS, ATTRACTIVE AUSTRIAN MX SPORTSMAN, age 24, height 176 centimeters. Want marry a lovely, rich lady. **MR. LEOPOLD ERASMUS, PA 3100 St., Polten, Austria, Europe.**

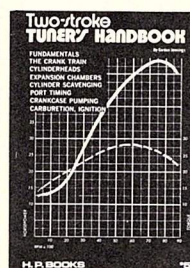
NEW MOTORCYCLES AT WHOLESALE PRICES! 250 AJS \$579.00, 410 AJS \$629.00, 250 CZ MX \$889.00, 125 Rickman MX \$689.00. Hurry — Limited Supply. Call Dan Green's **FRESNO CYCLE CENTER, 2250 E. McKinley, Fresno, CA 93703; (209) 233-1834.**

FOR SALE: 1969 SACHS 125 '76 green stickie. Shifts and runs well. Excellent enduro — desert — trail bike. Funky, not junky. Any reasonable offer: (213) 881-3807.

HONDA, YAMAHA & HUSKY parts warehouse. Any part or accessory for street, MX or enduro. Dealers & repair shops welcome. Wholesale & retail. **RIFF'S CYCLE CENTER, INC., Rt. 1, Langhorne, PA 19047; (215) 752-0243.**

KNOW THE PLEASURE of having plenty of METRIC nuts and bolts on hand. 200-piece kit contains 50 assorted hex head bolts with matching nuts, lock and flat washers in a sturdy plastic parts box. 4mm thru 12mm diameter, lengths to 50mm. \$8.50 pp. **OHIO METRICS, Dept. KS200, Box 22, Warren, OH 44481.**

SAVE MONEY; send for new catalog of parts and accessories at discount prices. Send 50¢ to **R & R CYCLE PRODUCTS, Dept. C, Box 2056, Sepulveda, CA 91343.**



Gordon Jennings' Guidebook to Power. Design Formulas for tuned exhaust, port timing, carb size and much more for the engine modifier. **Two Stroke Tuner's Handbook, \$5.00.**

HOW TO WIN MOTOCROSS, official book of the Gary Bailey MX School, \$5.95. **MOTORCYCLE TUNING FOR**

PERFORMANCE, how to adjust your carb and ignition, \$5.95. **STREET BIKE FUN,** riding tips, cafe racers, side hacks, \$5.95. **TRAIL BIKE,** how to get there and back again, \$5.95. **HOW TO RIDE OBSERVED TRIALS,** riding, scoring, laying out sections, \$5.95. **THE BOONIE BOOK,** makes you a better dirt rider in 3 weeks, \$5.95. **MONEYBACK GUARANTEE.** Order direct from publisher. Send name, address, M.O. or check with list of books desired. Add 50c per book for shipping.

H. P. BOOKS Box 5367 Dept. DB 35 Tucson, AZ 85703



Mike Gerald
Roger Crump

Stuart Smith
Guy McClure

The new Sure Fire six port compression release has been race tested by these winners. **Mike Gerald,** the Sante Fe Track champion, and winner of the Taladaga Short Track. Mike will most likely be the number one short tracker again in 1974. **Roger Crump,** Daytona Expert-Junior Short Track winner. **Guy McClure,** Daytona Junior-Novice Short Track winner. **Stuart Smith,** Daytona Novice Short Track winner. These riders are winners. They have proven the performance efficiency of the Sure Fire six port compression release. They say it's the very best they have ever used. **Give it a try—get it on—be a winner.**

*It's also used by most of the guys they beat.

Toll Free
800-438-5821



Manufactured By

Sure Fire Distributing Company
42 South Spruce Street
Asheville, N. C. 28801

INDEX TO ADVERTISERS

Akront North American	25
American Honda	8,9
American Motorcycle Institute	92
Ancra Corporation	35
B & B Specialties	97
Bassani	77
Bay Area Bultaco	86
Beck/Arnley	72
Bultaco International	99
Carlisle Tire & Rubber	79
Change of Address	87
Crash & Burn/Bench Racing	87
Dick Cepek, Incorporated	86
Customizing Center	83
DG Performance	72
Dirt Bike Calendar '75	78
Dirt Bike Magazine	24,90
Dirt Bike Photo Album	93
Dirt Rider	80
H.J. Products	86
H.P. Books	96
Hondaline	100
Hooker Headers	10
How To Go Fast	94
Husqvarna	21
International M/C	87
Inter-Am	97
Interpart	92
Kawasaki Motor Corporation	16,17
Klotz Special Formula Products	26
Lancer Leathers	83
Mac's	11
Maico	93
Marubeni America	25
Meridian Cycle Supply	11
Mission Hills Motorcycles	92
Montessa Motors, Incorporated	49
Motorcycle Mechanics Institute	92
Moto-X Fox	15,97
N & D Sales	94
National Hydron	18
Nelson's Motorcycle Repair	96
North American School of M/C Repair	15
Number One Products	4
Ocelot Engineered Products	11
Pabatco/Hodaka	2
Panther Motorcycles	14
Plus Products	82,83,91,93,94
Poppy Company	86
Preston Petty Products	14
Pro-Tech Products	7
Rat's Hole	20
Rider Wear	68
SCJ Insurance	76,77
Sativa Sales	83
Scott U.S.A.	71
Shirt Stop	11
Speedcenter U.S.A.	77
Steve's Bultaco	18
Super Shirts	15
Surefire Distributing	96
T & M Engineering	18
Ted Evans Motorcycle	80
Triumph Suzuki of Pomona	90
U.S. Suzuki	12,13,84,85
V.D.O. Instruments	43
Van Special	79
Don Vesco Products	83
Bill Walters Leathers	20
Webco, Incorporated	90
West Texas MX	59
Wheels of Man	5,19
World Sports Products	78
Yamaha Motorcycles	88,89

CR 250M ■ HUSKY ■ TM 125 ■ MAICO

Rebuild Kit for KONI Shocks

Why pay \$60 for a new set? Now you can rebuild your Koni shocks yourself. Our kit includes two triple-lip shaft seals and two "O" rings for the body seal. Enough for two shocks. Complete instructions included.

No. 19-9000 only \$4.95

Also Available:
 No. 19-9001 Koni Spanner (to disassemble body) \$5.95
 No. 19-9005 Hi-Performance Shock Fluid (8 oz) \$2.50
 Complete MX Catalog - over 300 items \$1.00

California Residents Add Sales Tax
 Add \$1.00 for handling per order.
 Dealer Inquiries Invited

THE MOTO-X FOX

520 McGlinchy Lane * Dept. DB
 Campbell, Calif. 95008 (408) 371-1221

CR 125M ■ CR 250M ■ HUSKY ■ TM 125 ■ MAICO ■ KX250 ■ PENTON ■ HUSKY

B & B SPECIALTIES

Complete line of trials equipment and accessories. Send 75¢ for catalog & decal.

B & B SPECIALTIES
 P.O. BOX 44382 DB
 PANORAMA CITY, CA 91412

INTER-AM THE ONLY SOLID ALUMINUM HANDLEBARS APPROVED FOR COMPETITION BY A.M.A.*

After 1½ years of research and development, 2 years of use by thousands of riders, and 1 year of consideration by the A.M.A., Inter-Am's solid aluminum bars have been approved by the A.M.A. for all types of competition.

A.M.A.
 "Let me congratulate you on being the first manufacturer to have handle bars other than steel approved for competition. From all indications your handlebars should assist our riders in their chosen profession."

Note also that at the present time, Inter-Am's aluminum handlebars are the first and only aluminum handlebars approved by the A.M.A. for competition.

Why have thousands of riders switched to Inter-Am handlebars? Reason #1 is that an Independent Metal-

urgical Lab states that our aluminum handlebars are approximately 40% stronger than conventional chrome-moly handlebars.

Dirt Bike Magazine

"Everyone says bars are a matter of preference, but we never did find anyone who preferred the stock ones. They were promptly replaced with Inter-Am bars, solid aluminum and reportedly unbendable. They haven't bent yet."

Reason #2 is that although harder to bend permanently out of shape, the aluminum will flex more for a given shock. This absorbs much of the impact transmitted to the rider. The Lab test indicates this should be true and many top Moto-X, Desert and Enduro riders confirm this fact!

So next time you bend your bars, try ours!

*As of January 1975

**It's not INTER-AM if it
doesn't have this decal.**



**INTER-AM
BIKE SUPPLIES, INC.**

751 Monroe Way • Placentia, Ca. 92670
 714 / 993-2603

AMERICAN MOTORCYCLE INSTITUTE
 DAYTONA BEACH, FLA.

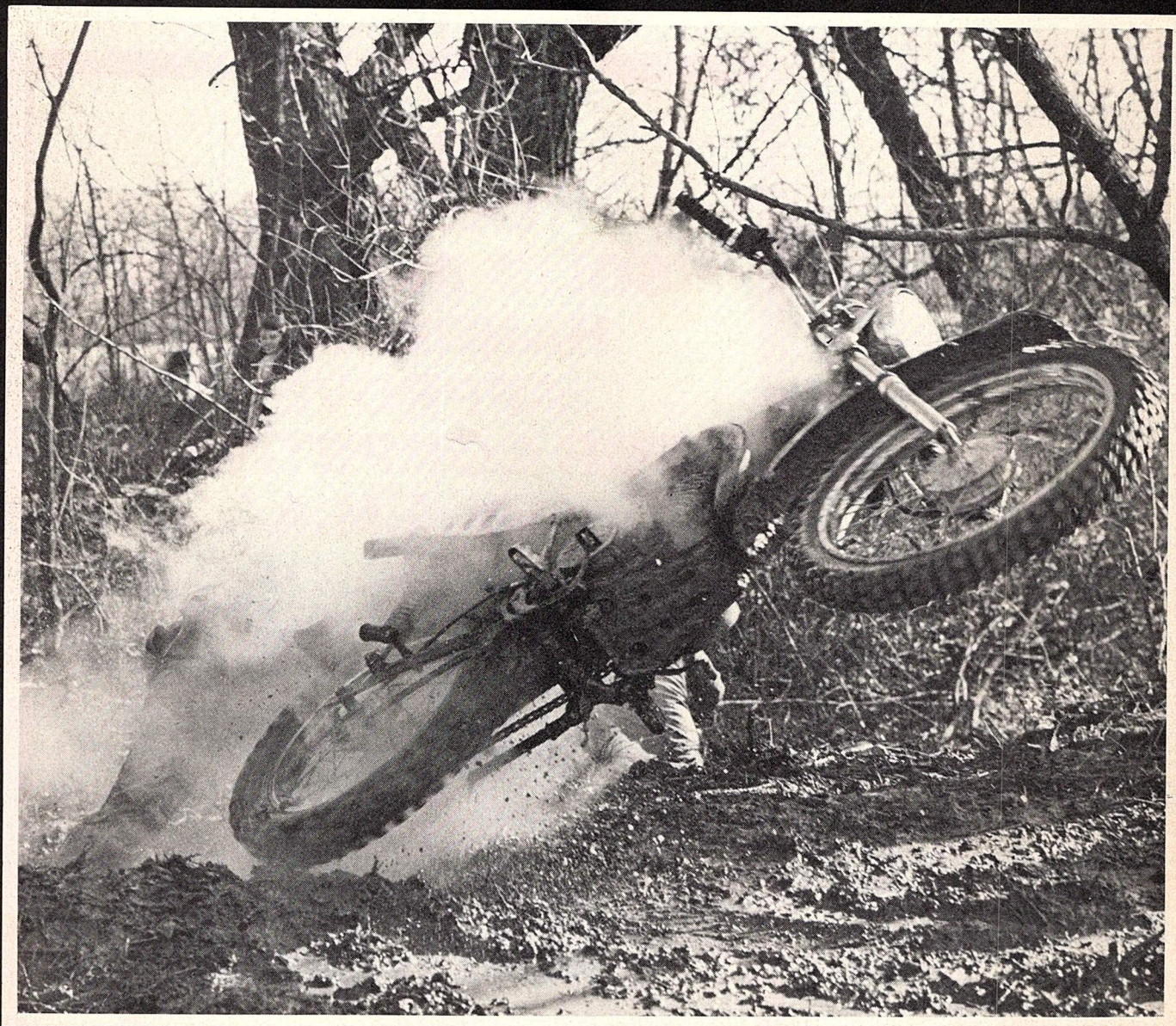
**MOTORCYCLE
MECHANIC
TRAINING**

Approved For Veteran's Training
 Call 800/874-0645 Toll Free
 Florida Residents Call 904/255-0295 Collect

AMERICAN MOTORCYCLE INSTITUTE
 P.O. Box 2628, Daytona Beach, Fla. 32015
 Send AMI Story To: 75-4-20

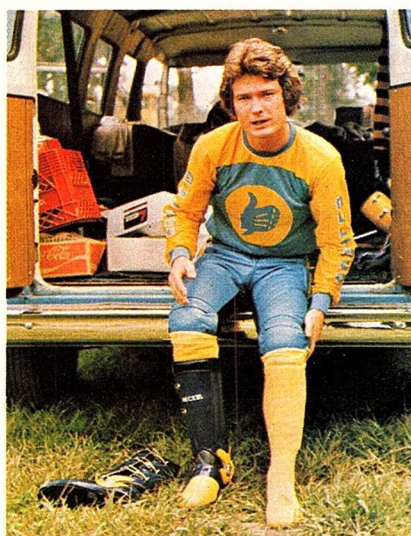
Name
 Address
 City
 State Zip
 Phone Age

CRASH AND BURN



Ohio enduroing madness at its peak.
(Slippery steam shot by Richard Christensen)

The Bultaco Rider.



He's not a G.P. winner, or a Trans AMA Super Star. He's just Brian Dalgarno. A young college bred man who races motocross for the pure fun of it. He's his own man. He doesn't follow the dictates of a giant manufacturer. He doesn't ride a compromise motorcycle. He rides a Bultaco. He doesn't mind that most people never heard of a Bultaco. In fact, he enjoys it. And he enjoys telling people of the pride that goes into the manufacturing of a Bultaco. But more than anything, Brian Dalgarno enjoys winning. And that's why he races a Bultaco.

The Bultaco Mk VIII—at your dealer now.

Accessories by:



Bultaco International Limited: P.O. Box 62547, Virginia Beach, Virginia 23462

SPORTS WEAR.



Whether you're a motocross pro or a desert rider, you need all the protection you can get. And when Hondaline™ riding gear is between you and unanticipated upsets, you've got a veneer of protection that takes the wear and tear instead of you.

We make apparel to cover and protect you from head to toe. Helmets and goggles that guard you. Jerseys made of tough nylon, reinforced at the places that count, like elbows and shoulders. Leathers that are crafted from top-quality cowhide, with reinforcements and padding in all the right places. And our motocross gloves protect your hands — made from quality leather with natural curved fingers and protective ribbing over your knuckles. We also make rugged boots — with steel toe plates, swivel buckles, an inner-lace system, steel arch supports, padded ankles and shin guards, plus flex joints for comfort.

Look for Hondaline gear at your Honda dealer's. It's the country's most widely distributed apparel. After all, if you're out for the sport of motorcycling, wear the stuff pros sport.

HONDALINE™

More riders are putting us on.

For a free color brochure describing Hondaline apparel, write: American Honda Motor Co., Inc., Dept. SW, Box 50, Gardena, Calif. 90247. ©1975 AHM.